

The Hongkong Telegraph.

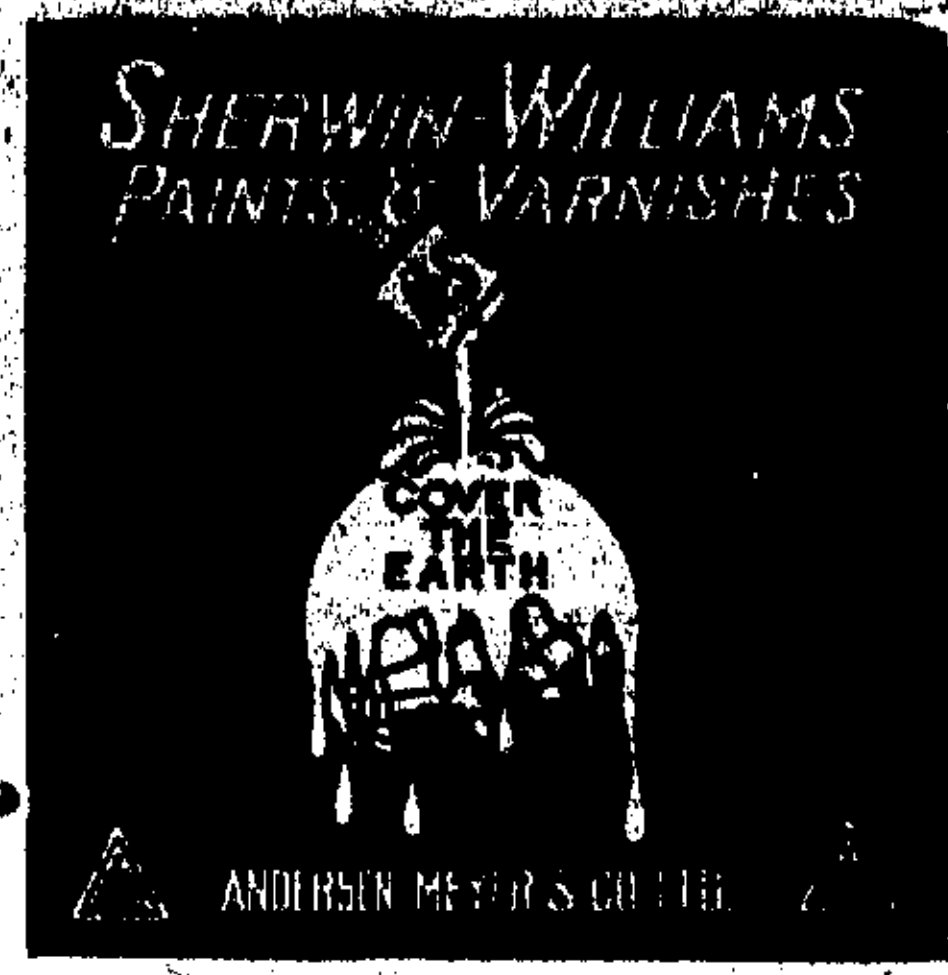
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THURSDAY, APRIL 21, 1921.

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SINGLE COPY: 10 CTS.
528 PER ANNUM.



THE COAL STRIKE.

South Wales Irreconcilables.

(Reuter's Service.)

London, April 20.

The prospect of the Miners' Executive modifying their present demands has not been encouraged by the majority of the decisions hitherto published from various districts. One of the most important occurred at Cardiff to-day, when a full delegates' conference of the South Wales Miners' Federation reaffirmed its previous resolutions insisting upon a national wage agreement and a profits' pool, demanded rescission of the resolution of the Miners' Federation of Great Britain permitting safety work in the mines, and requested the resignation of Mr. Hodges.

Federation Adheres to its Stipulations.

London, April 20.

Replying to the owners' new proposals, the Miners' Federation declare that the offer merely re-formulates previous proposals, and is vague and meaningless. The Federation reiterates its demand for a national wages board and a national levy on tonnage.

BOLSHEVIST PROPAGANDA IN BRITAIN.

Monthly Expenditure of £23,000.

London, April 20.

In the House of Commons, Major Baird, on behalf of Mr. Shortt, stated that the Government was paying attention to Bolshevik propaganda in Britain. It fell under three heads—payment of salaries to Communist officials of £5 to £10 weekly; subsidies to the extremist Press; and free distribution of revolutionary literature. He believed this expenditure amounted to a least £23,000 monthly. There was evidence that some funds came from Moscow before the trade agreement was signed. Communist agents had undoubtedly been attempting to exploit the unemployed, whose unofficial committees in many industrial centres are chiefly carried on by paid Red agents, whose policy is to concentrate upon centres of industrial unrest. Much mischievous propaganda has been undertaken by persons who contrive to keep within the law, but the police are able to deal with some instances.

THE FOVARGUE MYSTERY UNSOLVED.

Jury Receive Threatening Letters, Presumably From Sinn Fein.

London, April 20.

The inquest on the case mentioned in a message of the 5th inst. leaves unsolved the mystery of who murdered Fovargue, despite the greatest police efforts to solve the crime. The theory is that it was a Sinn Fein crime, the victim being shot after leaving a dance at Fulham and the body conveyed to Ashford golf-links in a motor-car. A sinister feature of the inquest was that seven jurymen received letters threatening that there would be bereavements in their families if a certain verdict was returned. The verdict given by the jury was, murdered by some person unknown.

SINN FEIN'S LASTEST.

Citizens Prohibited from Leaving Ireland.

London, April 20.

Sinn Fein has issued a proclamation forbidding citizens of the Irish Republic to leave Ireland without permission and prohibiting shipping and emigration agents from accepting passage money or issuing tickets therefor. Serious penalties for infringement are threatened.

THE SILVER MARKET.

American Unwilling to Sell; China Inclined to Buy.

London, April 20.

America is unwilling to sell silver. On the Continent it was not offered. China is inclined to buy. Speculative buying has contributed to a rise. This has kept India out of the market.

CHINESE SPECIAL ENVOY TO BRITAIN.

London, April 20.

Chu-chih-chen the Special Envoy from China, will shortly arrive in England on an official mission, and will present the King with letters from the President of China.

SHIPBUILDING EMPLOYEES ACCEPT REDUCTION.

London, April 20.

The shipbuilding employers and the shipbuilding Trade Union have reached an agreement whereby wages are to be reduced by 3/- per week from May 1 and a further 30/- on May 30.

THE TURF.

London, April 20.

The Government has sanctioned the running of the Thousand and Two Thousand Guineas Races at Newmarket, both on April 29.

MEASURES AGAINST GERMANY.

Further French Proposals.

(Reuter's Service.)

Paris, April 21.

A forecast of France's proposals for Penalties in the event of Germany's default on May 1 includes a tax of 50 to 70 francs per ton on coal mined in the Ruhr region, a tax on exports, and seizure of a proportion of shares in industrial concerns.

COLOMBIA TREATY RATIFIED.

Washington, April 20.

The Senate has ratified the Colombia Treaty.

TO-DAY'S CHINESE TELEGRAMS.

Peking, April 20.

In reply to the Ministry for Foreign Affairs, the Ministry for Agriculture and Commerce states that the contract made between the British syndicate and the Canton Government for mining enterprises in Kwongtung has not been sanctioned by this Ministry, and therefore cannot be recognised. It requests that the British Minister may be advised accordingly.

The Russian Government in Chitah has again wired to the Government to have the Chino-Russian Commercial Treaty concluded as soon as possible.

Shanghai, April 20.

The following questions were decided at the meeting in Tientsin convened by Chang Jik-lin and Tso Kwan:—1st, to appoint Chang Hsun as Commander-in-Chief of the Fengtien army for the relief of Urga; 2nd, to appropriate \$3,000,000 from the reserve funds of the Manchurian Railway to meet military expenses; 3rd, the Fengtien army to be responsible for the peace in outer Mongolia; 4th, to despatch the 28th Division for the defence of the East Mongolian boundary; 5th, to despatch a mixed Division to the station in Woon-kwan; 6th, to warn the Canton Government in the matter of the Presidential election before military measures are taken.

(Other Telegrams on Page 2.)

TENNIS MATCH.

Hancock Brothers Give Fine Display.

The match in which the brothers Hancock met Yvanovich and Wong Po-keung last evening, to decide who should meet Major Edwards and Townsend in the final of the Open Championship Doubles, drew a large crowd of spectators to the Hongkong Cricket Ground, the special stand being filled to overflowing. The issue was decided in three straight sets, which went to the English pair, who scored 18 games to their opponents' eight. There were expectations of a more even struggle, but although the Hancocks' win was decisive, some splendid rallies were seen and the match was a treat to watch.

The winning pair took the first game of the match without their opponents scoring a point, and they also won the next, after the score was love-40 against them. Then the other couple snatched a love game, but they could register no more and thus lost the opening set 1-6.

Yvanovich and his partner made a good beginning in the next set, taking the first two games. Hancocks, however, playing beautifully together, walked off with three games in succession. Yvanovich was serving well in the next game, with the result that 3-all was called. Then Hancocks took the score to 5-3 and with 40-15 in their favour only needed a point to win the set. The other pair rallied, and a long set became necessary when 5-all was reached. However, the English couple soon got the next two games, mainly due to R. Hancock's judicious placing, and won the set at 7-5.

The opening exchanges of the last set were fairly even, some good rallies being witnessed. After 2-all had been called, the winning pair came away strongly and took the next four games, the outstanding feature being the combination of the Hancocks, Richard in particular shining with his placing and on one occasion being loudly applauded for a really remarkable recovery after the ball had passed him. The final set went to Hancocks at 6-2.

The Hancocks' victory was thoroughly deserved. They gave an almost faultless all-round display and had their opponents outgeneralled in practically every department of the game. Playing together with perfect understanding, they kept the other couple on the defensive throughout the whole match. R. Hancock was the outstanding player of the four, and when he was at the net, as he nearly always was, it was very rarely that anything passed him. His "killing" was superb, whilst again and again he showed himself a rare tactician. His brother was not so brilliant, but he adjusted himself to his partner's game splendidly and some of his placing was reminiscent of his old-time form. We do not remember seeing the winning pair put up a better all-round game, and on last night's form they should win the competition and give the holders a shock.

CANTON AFFAIRS.

Sun Advised to Refuse Presidency.

More than twenty military commanders in various districts have jointly wired to Dr. Sun Yat-sen explaining the present situation, both in Kwangtung and the adjacent provinces, and advising him not to accept the Presidency.

A report states that more than ten battalions of troops are being mobilised at Wuchow. Recruiting bureaux have been established by order of Hsu Shun-choe (who belongs to Dr. Sun's party) in Tinpak and Yangkong districts, and 300 recruits have already arrived in Canton.

Of the losers, Yvanovich made a very plucky fight against big odds. Though small in stature, he is wonderfully active and some of his backhand work was altogether excellent. His service, too, gave great trouble to H. Hancock. His partner, Wong, was very disappointing. He never settled down and indulged in much wild hitting, whilst again and again he left his court uncovered and was thus often outplaced. The Hancocks now meet Edwards and Townsend on Saturday in the final round, and on Wednesday next the winners will meet the Lo brothers, present doubles champions, in the challenge round.

TO-DAY'S MISCELLANY.

The first description of coffee to arrive in England was sent by a traveller to Constantinople, who described how the Turks dip of a drink called coffa, as they can suffer it, black as soot, and tasting not much unlike it. But the popularity of coffee grew. Dr. Harvey, who discovered the circulation of the blood, is said to have been the first coffee-drinker in England, and its introduction decreased drunkenness in London. To quote a chronicler of those times: "The coffee drink hath caused a great sobriety among all nations. Formerly apprentices, clerks, etc., used to take their morning draughts in ale, beer or wine, which often made them unfit for business. Now they ply the good fellows in this wakeful and civil drink."

Two pounds for asking a question seems a large sum of money, but that is what every question asked at the recent inquiry into the Leeds boundaries extension application costs. The total expenses of the inquiry ran to about £2,500 a day. On the opening day 627 questions were asked, averaging £4 a question. On the second day the number of questions was 1,310, or about £2 a question. These figures are not unusual at such inquiries. Some years ago at the Liverpool and Bootle inquiry nearly every local authority and many local trade and ratepayers' associations all briefed counsel, and the expenditure on that inquiry must have created a record. The questions there would average over £5 each. Parliamentary inquiries are equally costly, and it has been stated that no question in Parliament costs less than £2 to answer. The average over a whole session works out at about £5 per question.

A member of Parliament, in complaining (as members always do except when they are seeking re-election) of the hardships of his lot, has been asking what other "profession" makes demands so heavy on the pockets of those who belong to it. That saying is worth remembrance, for it is one of the first public admissions on record in this country that politics is a profession. Of all the phrases of scorn thrown by members of rival parties at each other, it has been considered for a very long time that the charge of "professional politician" was the most effective. It is very much the same in America, where many excellent citizens refuse altogether to have anything to do with politics, on the ground that the game is in the hands of the professionals and therefore unfit for "gentlemen." In France the politician is nearly always something else besides, generally a lawyer or a journalist. In this country, states a writer in a home journal, we have maintained with considerable success the old belief that a man went into politics urged by a feeling of duty to his country. He was a squire, or a merchant or a fine gentleman who took up politics as he might have taken up any other useful work. He would certainly have been furious had it been suggested that politics was his profession and that he was a politician as other men were doctors or lawyers, pointing out that it was a costly business and brought in few rewards. When payment of members was urged, it was always objected that the effect would be the rise of a school of "professional politicians," and for long that objection was held to be fatal.

QUEEN'S GIFT TO OXFORD.

£500 For The Women's Colleges Fund.

As a sequel to the recent visit of the Queen and Princess Mary to Oxford, Viscountess Rhonda, hon. treasurer of the Oxford Women's Colleges Fund, the object of which is to put the women's colleges on a sound financial basis, has received the following letter from Sir Edward Wallington, Treasurer to the Queen:—

Buckingham Palace.
Dear Lady Rhonda,—I am commanded by the Queen to transmit to you a cheque for £500 towards the appeal which is being made on behalf of the women's colleges in Oxford.

The Queen is pleased to make this contribution as a mark of her deep interest in the object of the appeal, and her Majesty earnestly trusts that the colleges may continue to receive the generous support of which they stand so much in need.

The Queen sends her best wishes for the fund.

ther to have anything to do with politics, on the ground that the game is in the hands of the professionals and therefore unfit for "gentlemen." In France the politician is nearly always something else besides, generally a lawyer or a journalist. In this country, states a writer in a home journal, we have maintained with considerable success the old belief that a man went into politics urged by a feeling of duty to his country. He was a squire, or a merchant or a fine gentleman who took up politics as he might have taken up any other useful work. He would certainly have been furious had it been suggested that politics was his profession and that he was a politician as other men were doctors or lawyers, pointing out that it was a costly business and brought in few rewards. When payment of members was urged, it was always objected that the effect would be the rise of a school of "professional politicians," and for long that objection was held to be fatal.

Firing shells into a rough sea to calm the waves sounds like a madman's freak; sane people would expect a good shelling to rattle the Sargasso into frenzy. But a cute American has proved that when the shells are filled with oil in lieu of high explosive, they have a restful influence over a storm. Fired to windward of a wreck, they spread a zone of calm in which a life-boat may ride as on a lake.

DEATH OF SISTER MACARIE.

A Useful Life Ended.

We much regret to have to record the death of Sister Macarie, of the French Convent, who passed away in the early hours of this morning. The deceased, who was 81 years of age, came to Hongkong when the Colony was, so to speak, in its infancy, and for over fifty years she had been a zealous worker for the Convent. She was a very familiar figure there, and will be greatly missed by many residents. Of a bright and cheery disposition, she won numerous friends, who will hear of her demise with the deepest regret. She was ever active in the cause of charity, despite her advanced years, she never tired in the work to which she had given her life.

THE PRIME MINISTER'S ST. BERNARD.

The Ministry of Agriculture states: From time to time a report has been circulated to the effect that the St. Bernard dog brought from Switzerland by the Prime Minister has received special treatment, and has not been quarantined for the prescribed period. This report is quite unfounded. The Prime Minister's dog has been in the dogs' Home at Hackbridge, in Surrey, and will not be released until the full period of quarantine has come to an end.

News in To-day's New Advertisements.

On Monday next Messrs. Lam-mert Bros. are selling a quantity of household furniture at their Sales Rooms.—Page 4.
Owing to the presence of rabies in the Colony the proposed Dog, Cat and Poultry show has had to be cancelled.—Page 4.

To-day's Exchange.

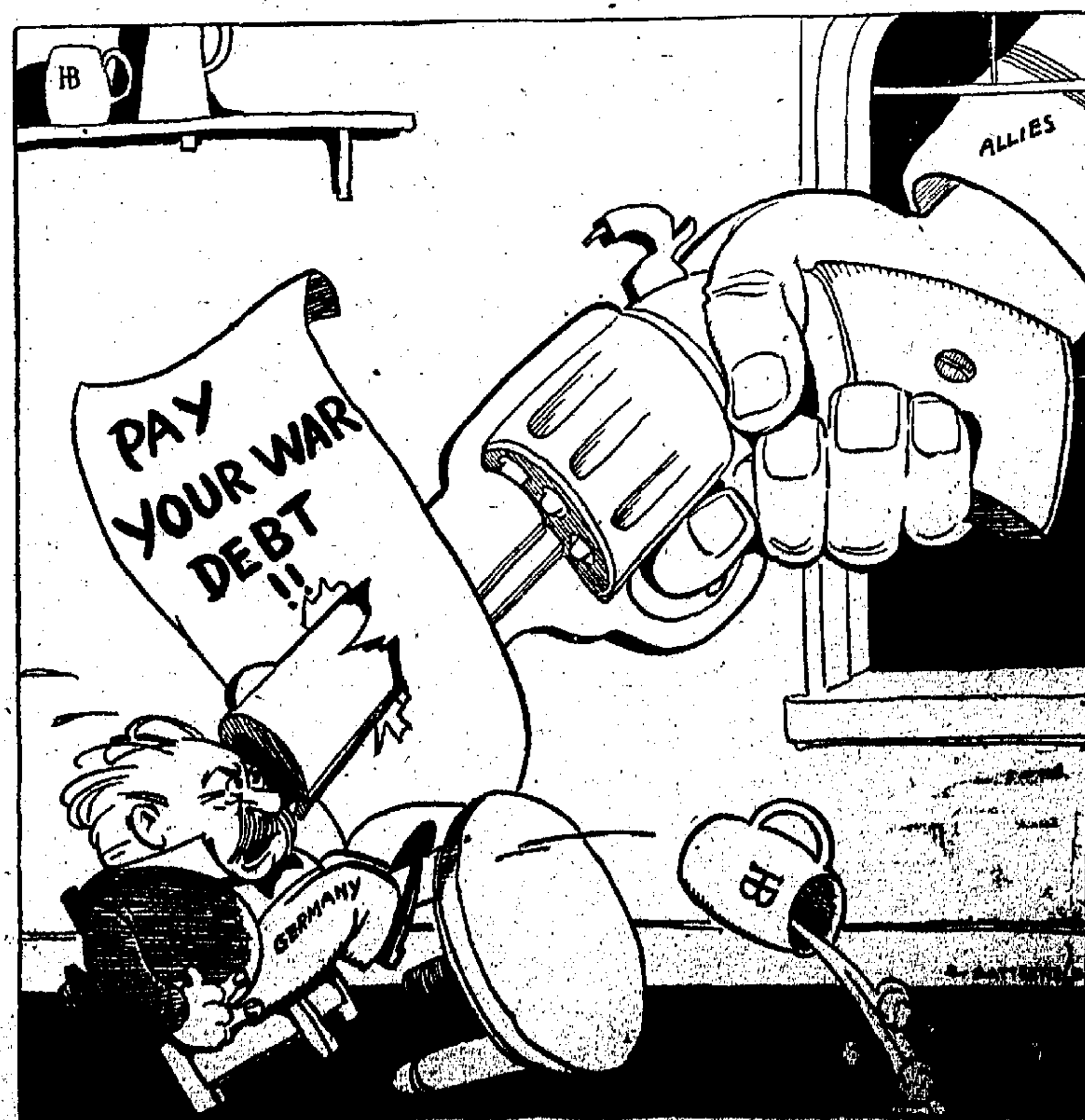
The closing rate of the dollar, on demand, to-day was 2s. 6½d.

The Weather.

2 p.m. Barometer:—29.92. Temperature:—74. Humidity:—73.

Lighting-Up Time.

Lighting-up time to-day is 6.46 p.m.



[According to to-day's cables, the Allies intend taking fresh measures against Germany.]

NOTICE.

UNDERWOOD TYPEWRITERS.

"The machine you will eventually buy"

UNDERWOOD STANDARD PORTABLE TYPEWRITERS

New Stock just arrived. Full equipment, weight 6½ lbs less than half the price of the Standard office machine.

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THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—

Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.

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HARDWARE MERCHANTS.

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enables traders to communicate direct with
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with detailed particulars of the Goods shipped
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arranged under the Ports to which they sail,
and indicating the approximate sailings.

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KODAKS.

and
GENERAL PHOTO
SUPPLIES JUST ARRIVED
MEE CHEUNG
PHOTOGRAPHER
Ice House Street.

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MR. T. TAKAYE.

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CERTIFICATED MASSEURS
PATIENTS TREATED IN THEIR OWN HOMES
IF DESIRED.

METALS

of all kinds, especially for ship-
building and engineering works.
Complete stock, Best terms.
Immediate delivery.

SINCON & CO.,

(Established A. D. 1880.)
WING LUNG ST. Phone 515

EARLIER TELEGRAMS.

COALOWNERS OFFER TO MINERS.

London, April 20.

The coalowners new offer proposes the establishment of a National Wages Board to deal with principles applicable to the whole country, which are to be applied to the determination of wages in each district based upon district financial results. The periods for ascertainment of the district results will be settled nationally. The point below which the wages will not be automatically reduced will be determined nationally by reference to the base rates now existing in each colliery, including all additions since July, 1914, this representing earnings considerably exceeding the highest earnings of any period before the war. Besides these rates, the workers will be given as wages the whole surplus of revenue of each district during the existing abnormal period. The workers representatives in each district shall be satisfied that the district proposes to pay all wages it can bear. Owners will confer with the workers representatives with the view to dealing with the wages of the lower paid men and agree with the workers nationally as to the relation between wages and profits in future. There will also be joint audits of the owners books by accountants representing the owners and workers to ascertain all the facts and figures necessary for adjustment of wages.

GERMANY'S OBLIGATIONS.

London, April 20.

With regard to the occupation of the Ruhr coalfield in the event of Germany not fulfilling her obligations, a French source points out that if the German miners in the occupied coal basin refuse to work, Germany will have no coal, as the only other German coalfield, apart from Upper Silesia, is the Saxon basin, which is very poor. This will threaten Germany with a general stoppage, which surely will compel her to carry out her obligations. It is emphasised that France does not desire to annex German territory but simply to make Germany pay the estimated three milliards francs obtainable annually from the Ruhr.

M. Berthelot, Marshal Foch, Viscount Curzon and Field Marshal Wilson will attend a Conference at Lympe during the weekend, which is the outcome of a letter by M. Briand to Mr. Lloyd George declaring that the time has come to end German quibblings and that it was now time for action.

EX-KAISERIN'S FUNERAL.

Berlin, April 20.

The ex-Kaiserin's funeral occasioned a remarkable demonstration of homage by the monarchist and military regime. Thirty thousand members of the public witnessed the procession to the mausoleum and antique temple, wherein ministers, Hohenzollern ex-Royalties and nobility, ex-King Ferdinand of Bulgaria, Field-Marshal Hindenburg, Generals Ludendorff, Mackensen, Kluck and Admiral von Tirpitz participated. It was noteworthy that the crowd gave an ovation to Hindenburg for his past service.

A COALITION VICTORY.

London, April 20.

The bye-election at Baydley (Worcestershire) resulted as follows:—

Mr. Stanley Baldwin (Coalition Unionist) . . . 14,537

Mr. Henry Mills (non-Official Labour) . . . 1,680

The election was due to Mr. Stanley Baldwin's appointment as President of the Board of Trade.

SEDITIONOUS UTTERANCES.

Vancouver, April 20.

Mr. Esmonde, the Irish Baron's son, mentioned on April 5, has been committed for trial on a charge of seditious utterances. Bail has been fixed at \$7,500.

THE CHESS CHAMPIONSHIP.

Havana, April 20.

The thirteenth game between Lasker and Capablanca was drawn after the twenty-third move.

HONGKONG ST. ANDREW'S SOCIETY.

Letter from H.R.H. the
Prince of Wales.

We are in receipt of the following
letters from Mr. T. W. Hill, hon. sec.
of St. Andrew's Society, and pub-
lish them for the information of
those concerned.—

Blair Castle, Blair Atholl, 10th
March, 1921.

The Secretary, Hongkong St.
Andrew's Society.

Dear Sir:—The splendid sub-
scription sent to the Scottish Na-
tional War Memorial by the Local
Scotsmen in Hongkong was, I un-
derstand, duly acknowledged in my
absence. I myself have postponed
writing to you until I could report
that I had handed it to the Prince of
Wales myself, as President of the
Fund. This was done on Tuesday
on his visit to Glasgow. I did not
wish to hand it to him in London,
but felt that it would call for more
remark and appreciation if handed
publicly to him in this way.

Please accept the most sincere
thanks of the Committee. We are
getting on fairly well, have collect-
ed now over £70,000, but we want
quite double that sum.

Your contribution is all the more
generous as I know how very diffi-
cult it is for people to spare money
in these days.

We have now come to an ab-
solute agreement, I think, on the
form of the Shrine, and I feel that
it will be of a nature that will not
only be a credit to the great Cause,
but to Scotland in general.—Yours
very truly,

(Signed.) ARNOL

Blair Castle, Blair Atholl, 12th
March, 1921.

The President, Hongkong St.
Andrew's Society.

Dear Sir,—His Royal Highness
the Prince of Wales has directed
me to forward you the enclosed
letter.

May I at the same time reiterate
my own thanks to you for all the
help you have given?—Yours very
truly,

(Signed.) ARNOL

Chairman Scottish National
War Memorial.

St. James' Palace, S.W., 12th
March, 1921.

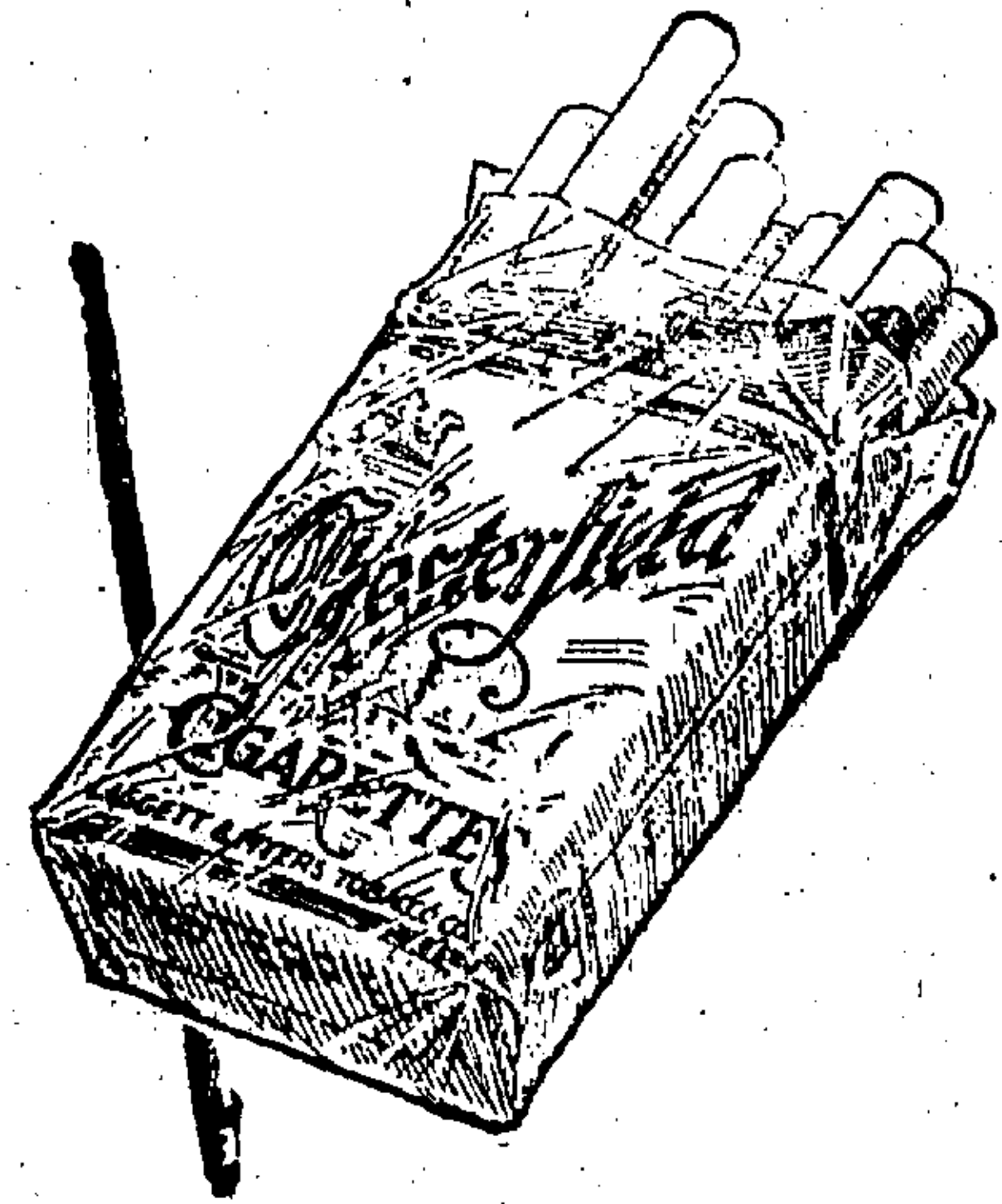
The President, Hongkong St.
Andrew's Society.

Dear Sir:—I have just been in-
formed of the great assistance that
you have given towards the
erection of the Scottish National
War Memorial, and as President
of the Committee I would ask you
to accept my most grateful
thanks.—Yours very truly,

(Signed.) EDWARD P.

President Scottish National
War Memorial.

This is the package
with the moisture-proof
wrapping



that keeps Chesterfield's original flavor
and freshness intact. Your Chesterfields never
become either soggy or dry. They always
reach you in prime shape for smoking.

And, Chesterfields do something for your
smoke-longing that you have always wished
a cigarette would do—they let you know
you are smoking—and they satisfy.

The blend does it, and the blend can't be
copied.

Liggett & Myers Tobacco Co.

Chesterfield CIGARETTES

—of Turkish and American tobaccos—blended

They SATISFY!

20 for
20 cts.

PREVENTION OF VENEREAL DISEASE.

Sin and Safety.

A writer in the *Observer* states:—In dealing with venereal disease, the Ministry of Health had up to a couple of years or so ago followed two main lines of policy:—Firstly, skilled early treatment for the sufferer in every part of the country; secondly, a campaign of education as to the dangers and effects of the diseases and the necessity for prompt and skilled treatment. As a result of experience gained during the war in dealing with troops, other methods of prevention were brought into prominence. It was shown that the prompt use of certain disinfectant substances, if applied with proper skill and intelligence, was effective in destroying the germs of disease while still on the surface of the body. The application of this knowledge varied in the different Forces. In some cases "Packets" of suitable drugs were issued to the men for their personal use; in others, centres were provided where the men could come for skilled and prompt attendance by trained orderlies. The question then naturally arose as to whether the knowledge and experience thus gained could be used by the application of similar methods to the nation as a whole.

A number of medical men and others suggested the free official issue of packets of disinfectants throughout the country. The question was considered by an Inter-Departmental Committee of doctors with special War experience of the subject, presided over by Lord Acland, who reported that the results of the "Packet" system had not been such as to justify its extension to the civilian population, and that any gains would be outweighed by serious disadvantages. Since the Report was issued the "Packet" system has been de-

finitely abandoned by the American Army, and the demand for the official issue of "Packets" to the civilian population in this country has practically ceased.

THE BIRTH-RATE COMMISSION'S PLAN.

In place of such a system it is now proposed by a Committee appointed by the National Birth-Rate Commission, under the chairmanship of Bishop of Birmingham, that special measures should be undertaken to instruct the civilian population in the value and the use of prompt personal disinfection, together with information as to where the necessary drugs can readily be obtained and their provision at a nominal cost, presumably either at the expense of the State or the rates.

The Ministry of Health has as yet given no sign of its attitude towards this new development; possibly the question is still in the balance. A decision cannot be long delayed, for already Lord Willoughby de Broke has a Motion on the Order Paper of the House of Lords, calling attention to the Committee's Report and asking what steps are being taken to give effect to its findings.

The arguments against such proposals are based upon the fundamental facts of human life. Can anyone doubt that if, far and wide, young men and women to whom we have spent years in teaching the horrors of the disease, are officially told that they may sin and yet be safe, promiscuous intercourse will increase? In how many hundreds or thousands of cases have the dangers prevented the act; in how many thousands more will the appearance of safety tip the trembling balance between self-control and licence?

To carry the matter a stage further, medical opinion agrees that prompt and skilled disinfection is generally effective in the particular instance and in the individual case. But its effectiveness depends entirely

on prompt and skilful application. War experience showed only too clearly that even where men had been carefully and continuously instructed neither promptness nor skill could be relied upon. Even the Committee itself does not feel able to "express any definite opinion on the efficacy of self-disinfection when a plied to the civil population."

LATIN AND SAXON MORALS.

One more point on the medical aspect—a familiar one probably to most people. If you recommend drugs for disinfection the chances are that they will be used for treatment. Now if there is one thing clearly established about venereal disease it is that prompt medical treatment is essential; the extension of self-treatment by perfectly efficacious drugs would be the most disastrous reversion to past conditions.

The moral argument is no less convincing. The Anglo-Saxon race has often been regarded as hypocritical by Latin observers because amidst the constant evidence of prostitution it has consistently refused to admit the necessity. The argument that such things must be and that therefore the State should recognise and regulate them has never found strong support in England. The fundamental idealism of the race is expressed in the answer, "I know they are so, perhaps always will be so; but I will never admit that they must be so."

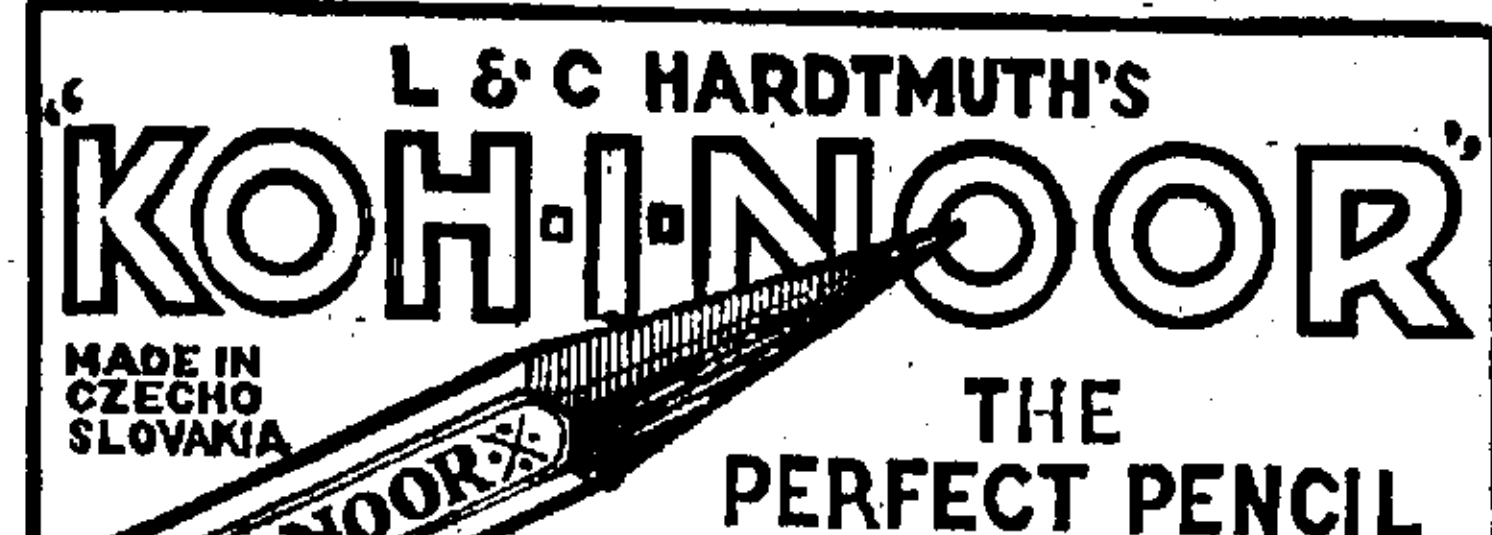
Such idealism is neither hypocritical nor impractical; it is a spirit that has won plenty of battles, and in the moral sphere it is a national expression of the conviction that morality in matters of sex is both right and possible. The value of this conviction can hardly be over-estimated; and the proof of its effect may without offence be found in a comparison of the facts of Latin and Anglo-Saxon morality.



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She knows how it entertains everyone. It enables those who love music to hear their favorite music and their favorite artists. It furnishes an orchestra for the dancers—an orchestra that keeps perfect time, takes up little room, needs no rest between encores. Appropriate for all occasions, it fills in intervals of conversation, and brings together people of different tastes and interests. We have a large assortment of the best instruments and records, awaiting your approval.

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SOLE AGENTS,
Chater Road.



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KOH-I-NOOR
THE PERFECT PENCIL
The First Postwar Stocks
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Is Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.
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Hongkong & South China.

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Complete House Furnishers,
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AMERICA'S THIRST.

Where Prohibition Has Disappointed Both Sides.

The first year of Federal prohibition in the United States has in its results disappointed both sides, according to a survey that the *Literary Digest*, New York, makes of the situation.

The friends of prohibition, says the journal, admit that while it has virtually abolished the open saloon, it has not yet made the nation "bone dry," at least for those persons who want strong drink badly enough to pay the current prices for it and to take the current chances on its quality.

They admit that the moonshiner, the homebrewer, the whisky-runner, and the bootlegger flourish in the land as they never did before. They concede, in fact, that the reform for which they waged so long and arduous a fight has not yet ushered in the millennium.

But, on the other hand, they marshal figures to prove that the nation's alcoholic thirst is "tapering off," and they confidently predict that the enforcement machinery of this year-old law will continue to function with ever-increasing efficiency, and that public opinion will ultimately rally behind it even in those communities that are now defiantly "wet" in sentiment.

Prohibition's enemies, on the other hand, viewing the results of the first 12 months of the new ardency, have to admit that neither the predicted nation-wide revolt of the labourer deprived of his beer, nor the wholesale exodus of foreign-born workers from America's dry shores, nor even the automatic stoppage of immigration from wine and beer-drinking countries, has yet materialised.

FLOUTING THE LAW.

They point, however, to what they call the "farical" situation in regard to enforcement, to its unequal bearing upon the rich and the poor, and they warn us that the widespread flouting of this law in sections where it lacks the support of public opinion tends to breed disrespect for all laws.

At the end of its first year "prohibition is neither a success nor a failure," avers a Washington correspondent, and a number of papers agree that it is a success where it is supported by local sentiment, but a failure where it is not.

But the New York *American* points out that, since near 88 per cent. of the total area of the United States, containing about 61 per cent. of the total population, had gone "dry" by popular vote before the Federal Amendment was enacted, the situation contains more comfort for the prohibitionists than for the anti-prohibitionists.

A survey of the available data moves the New York *Globe* to remark that "taken all in all, prohibition in the flesh, at least as we have it now, is not the utopian affair it used to be painted by temperance orators of the latter nineteenth century."

Prohibition's friends and champions however, see no cause for pessimism in the record of the twelve months from January 16, 1920 to January 16, 1921. "In our first year we have seen the private stocks absorbed like lakes in the desert," remarks Prohibition Commissioner Kramer, who informs the Washington correspondents that during this period only about forty or forty-three million gallons of distilled spirits were withdrawn, taxpaid, from bonded warehouses, and this admittedly for non-beverage purposes.

THE ELUSIVE MOONSHINER.

For comparison, it is interesting to note that the withdrawals during the fiscal year ending June 30, 1919, amounted to 81,600,000 gallons. Mr. Kramer predicts that the "appetite" of the steady drinker will diminish, and that with it will go the occupation of the bootlegger. In a few years, he says, prohibition enforcement will have resolved itself into a simple problem of vigilance, a guarding against the production of moonshine, and the patrolling of the border and coasts against smuggling.

The smuggling problem, says the Commissioner, is most acute in the Great Lakes area and along the St. Lawrence River section of the Canadian border. As for the moonshiner, Mr. Kramer frankly states that "we always will have some of him with us."

The work of prohibition enforcement during the first year has

INFERIOR WINES.

How the British Public are Swindled.

In nothing is the British public being swindled so outrageously at the present moment as in the matter of wine, such as is being sold by the cheap restaurant and the less reputable wine merchant, writes a correspondent in the *London Morning Post*.

The writer recently made a conscientious inspection of certain cheap Soho restaurants. He was unfortunate enough to make acquaintance with so-called "Medoc" and "Macon," sold at 2s. 6d., 3s., and 3s. 3d. the half bottle. The labels were imposing, but the contents of the bottles were at the worst not wine at all and at the best new ordinary wines of inferior quality, which had no more connection with Bordeaux or Burgundy, their supposed places of origin, than they had with Japan or the North Pole.

ATROCIOUS CONCOCTIONS.

During the war the German Army drank all the cheaper wine in the country, and the ingenious Boche chemist came forward at once with a wine substitute, some nameless chemical compound flavoured with a minimum of real wine and liberally doctored with alcohol.

After the Hindenburg retreat in the beginning of 1917 the writer, out of curiosity, glanced through several hundred empty bottles which were the only things that a Boche Divisional Staff had left unbroken in the sitting room of a private house used at their headquarters.

Every bottle, with the exception of a single Benedictine flagon, was labelled "Essatz Wein," and the meaning of that description in all its atrocity was only appreciated by the palate after the Armistice, when such concoctions were offered to the victorious troops in the occupied territory.

WINE FROM "OTHER COUNTRIES."

It is to be feared that something similar to that wine-substitute has found its way into England, and its vendors have the audacity to label it "Medoc," "Macon," or any other name that please their fancy.

It is certain that thousands of gallons of nondescript wine imported from the vague vineyards eloquently described in the official returns as "other countries" are masquerading as the produce of France.

After the war there was a great demand for wines; stocks were depleted, and thousands of gallons were sold by auction to purchasers who cared nothing for quality so long as they could obtain something which they could label Bordeaux, Burgundy, Graves, Chablis, and the like. The result was that inferior wine poured into the country. Portugal was the first offender; its imports more than trebled, and it unloaded in England hundreds of thousands of gallons, which could be disguised at the purchasers' will.

This year "other countries" are the chief offenders; imports so described have leapt up nearly seven-fold since 1910, and over two million gallons of this stuff are somewhere on the market.

And withal those nauseous products are not cheap. They are being sold at about the same price as would give the retailer a reasonable profit if he bought and sold sound French wine. The cheap restaurant keeper prides himself on the uneducated palates of a great part of the wine-drinking public.

been "satisfactory" reports William M. Williams, Commissioner of Internal Revenue; and he predicts that it will be more effective in the future. To quote him further:—

"From the reports received from the bureau's agents throughout the country it appears that there is a constantly growing sentiment on the part of the people for a strict enforcement of law. The courts, it is believed, are beginning to realise that only prison sentences for violating the law will be sufficient. The bureau is now receiving better co-operation from State and local officials, and after all, complete success of national prohibition, unless a very large sum is appropriated by the Congress, depends upon co-operation on the part of the State, local, and municipal officials."

VAST RAILWAY SYSTEM.

Dominion Lines to be Greatest of State-Owned Roads.

The Canadian Government will own the largest railway system in the world when the amalgamation of the Canadian National, the Grand Trunk and the Grand Trunk Pacific lines has been completed in the next few months. As a result of the merger the Canadian National Railways will control 22,000 miles of railway, employ 70,000 persons, operate 2,000 modern locomotives, 1,800 passenger cars and 70,000 freight cars with a carrying capacity of 600,000 tons.

Stretching from Sydney, N.S., to Victoria, B.C., a distance of 4,230 miles across the continent, the system will operate 1,138 miles in Nova Scotia, 279 miles in Prince Edward Island, 1,107 miles in New Brunswick, 2,496 miles in Quebec, 6,352 miles in Ontario, 2,320 miles in Manitoba, 3,576 miles in Saskatchewan, 2,090 miles in Alberta, 1,227 miles in British Columbia and 1,881 miles in the United States.

The merger carries with it 32 ships sailing from Atlantic and Pacific ports. The government programme calls for construction of an additional 30 freighters, which will bring the total capacity of the fleet to 360,000 dead-weight tons. Sixteen ships will sail out of Vancouver to China, India, Japan, Hawaii, East Indies and Australasian ports and the remainder will sail from Quebec, Montreal and Halifax to Europe, South America and the West Indies.

DOUBLE-ACTING DIESEL ENGINES.

Reducing Cost of Machinery.

One of the main problems which now confronts the Diesel engine manufacturer is that of reducing the initial cost of the machinery, so that it may compare favourably with the price of corresponding steam plant. At present, in most cases the capital expenditure required for the machinery of a motor ship is between 20 and 25 per cent. more than steam engines and boilers of the same power. Increased standardisation will help towards the reduction of costs, but it is the opinion of many engineers that builders will ultimately be forced to the construction of double-acting two-cycle machinery instead of the present single-acting type. Such plant should be much cheaper to build, but it has yet to prove equal in reliability to the more familiar classes of engine.

In this connection, the recent acquisition of the motor ship *Assyrian* by the Ellerman Lines is a matter of exceptional interest. She is the only ship afloat in which double-acting Diesel engines have been installed, and for several months past, until she was bought by the Ellerman Lines, she has been operated by the Glen Line, being one of the ships handed over to Great Britain by Germany under the terms of peace. According to the reports which have been received, the machinery has given complete satisfaction from the point of view of reliability of service, but there is no question that the consumption of both lubricating oil and fuel is a good deal heavier than in vessels of the same size equipped with four-cycle or two-cycle single-acting machinery. Moreover, the general design does not appeal greatly to British engineers, on account of its excessive complication, for it is considered that one of the advantages of the double-acting engine should be simplicity instead of the reverse. This complication is brought about partly by the employment of scavenging valves at the top and bottom of the cylinders, whereas the use of a port scavenging design would probably have been more effective. These valves have necessitated the employment of no fewer than three camshafts, with all the accessory cams and valve gear. There are, moreover, two fuel valves at the bottom of each cylinder, whereas by a different system it should be possible to utilize only one valve—an arrangement which has been adopted in a two-cycle double-acting engine of British design which will probably be built shortly. The engines in the *Assyrian* are relatively small, having an output of 850 h.p. each; and it is admitted that low powers the double-acting principle does not show to such advantage as it does in larger sets. If otherwise,

the service of the *Assyrian* proves at all comparable as regards economy and reliability with a modern four-cycle engine, there is no doubt that both double-acting and

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AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"MULPUA"

having arrived from New York via ports, on 19th inst. Consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hon. Shan Godown Co., 16 & 17 Kennedy Town, Praya, Hongkong, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 22nd inst. by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognized.

No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 25th inst. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

PACIFIC S. S. CO.,

United States Shipping Board,
Emergency Fleet Corporation.BARBER STEAMSHIP
LINES INC.

Managing Agents.

The Admiral Line.

5th Floor Hotel Mansions.
Hongkong, 18th April, 1921.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN
LINE.

From NEW YORK.

The Steamship

"KASENGA"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after April 26th will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before 2nd May 1921, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.
General Agents.

Hongkong, 18th April, 1920.

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& CO., LTD.,ENGINEERS & SHIP-
BUILDERS, HOK UN
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CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From YOKOHAMA, via OSAKA
DAIREN & SHANGHAI.THE Company's Steamship
"BURMA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 25th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,
Y. YASUDA,

Manager.

Hongkong, 19th April, 1921.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS,
LIMITED.From UNITED KINGDOM,
COLOMBO & STRAITS.

The Steamship

"GLENIFFER"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th April, 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 27th April, 1921, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON
& CO., LTD.,

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Hongkong, 20th April, 1921.

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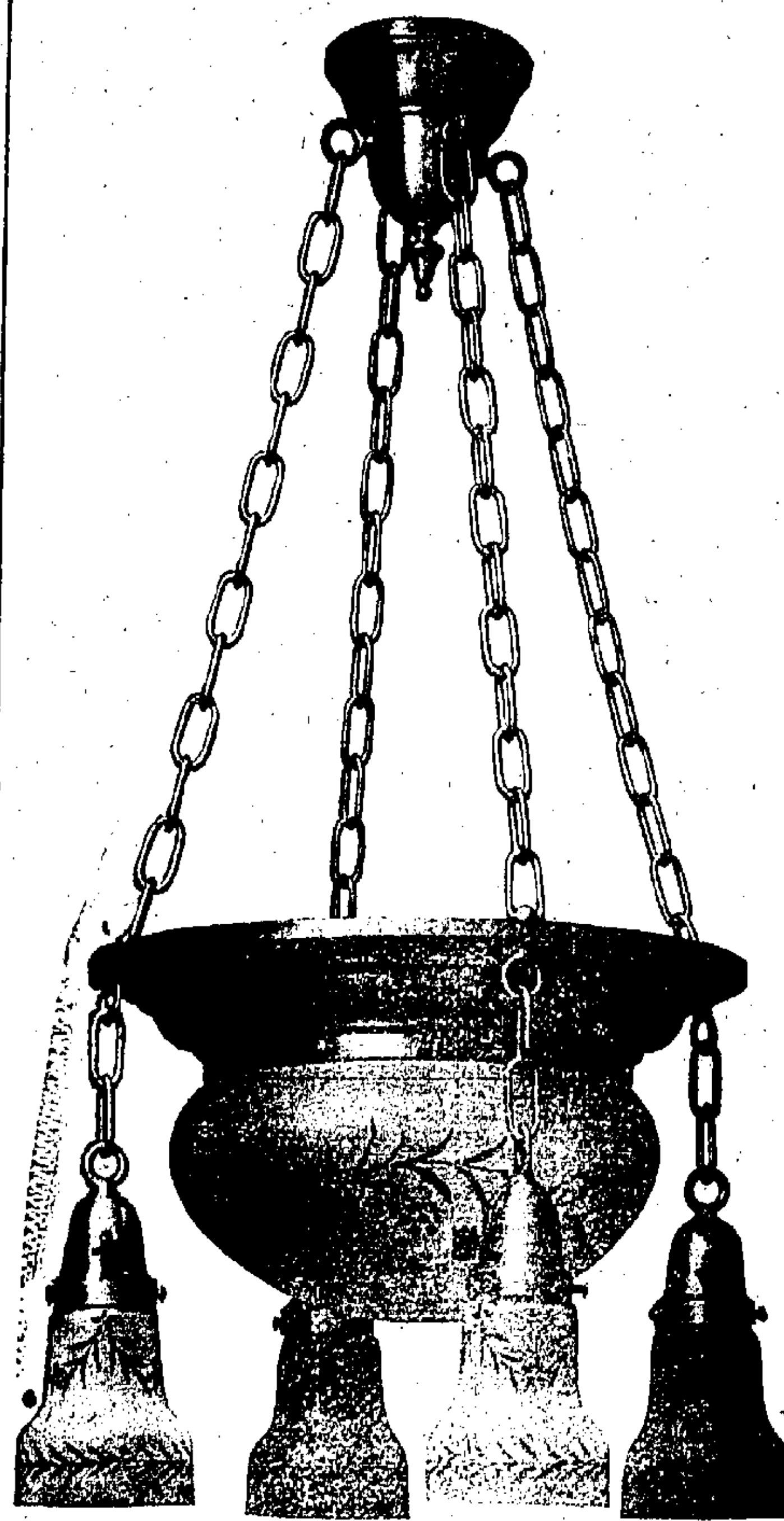
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12-INCH AEROPLANE GUN.

"Fires" from Both Ends.

Admiral Sir Percy Scott, in a statement to the *Western Morning News and Mercury* (Plymouth), states:—

"In the first few hours of the next war Plymouth, Dover, and even London may be reduced to ashes, unless we are prepared with an adequate counter to the fleets of aeroplanes that would attack us.

"It seems to me, therefore, nothing but plain commonsense

that we should spend what money we can spare not on battleships, that are 'no damned good,' as the midshipman said but in providing the very best we can buy of the newer weapons that will count in the war of the future."

Explaining the new Davis gun, which "fires" from both ends, Sir Percy Scott said:—

"All the American aeroplanes are to be armed with it. It will be possible for an aeroplane to carry a 12-inch gun and fire at a battleship from 10,000 feet up. The battleship could have no protection against such a weapon as that, and it is nonsense to talk about roofing in Plymouth Sound.

A geyser helps you to begin the day well. Hot water for bathing, shaving, etc., instantaneously, at any time without preparation or trouble. Economical, durable and efficient, for gas or oil.

Sold and fixed by—

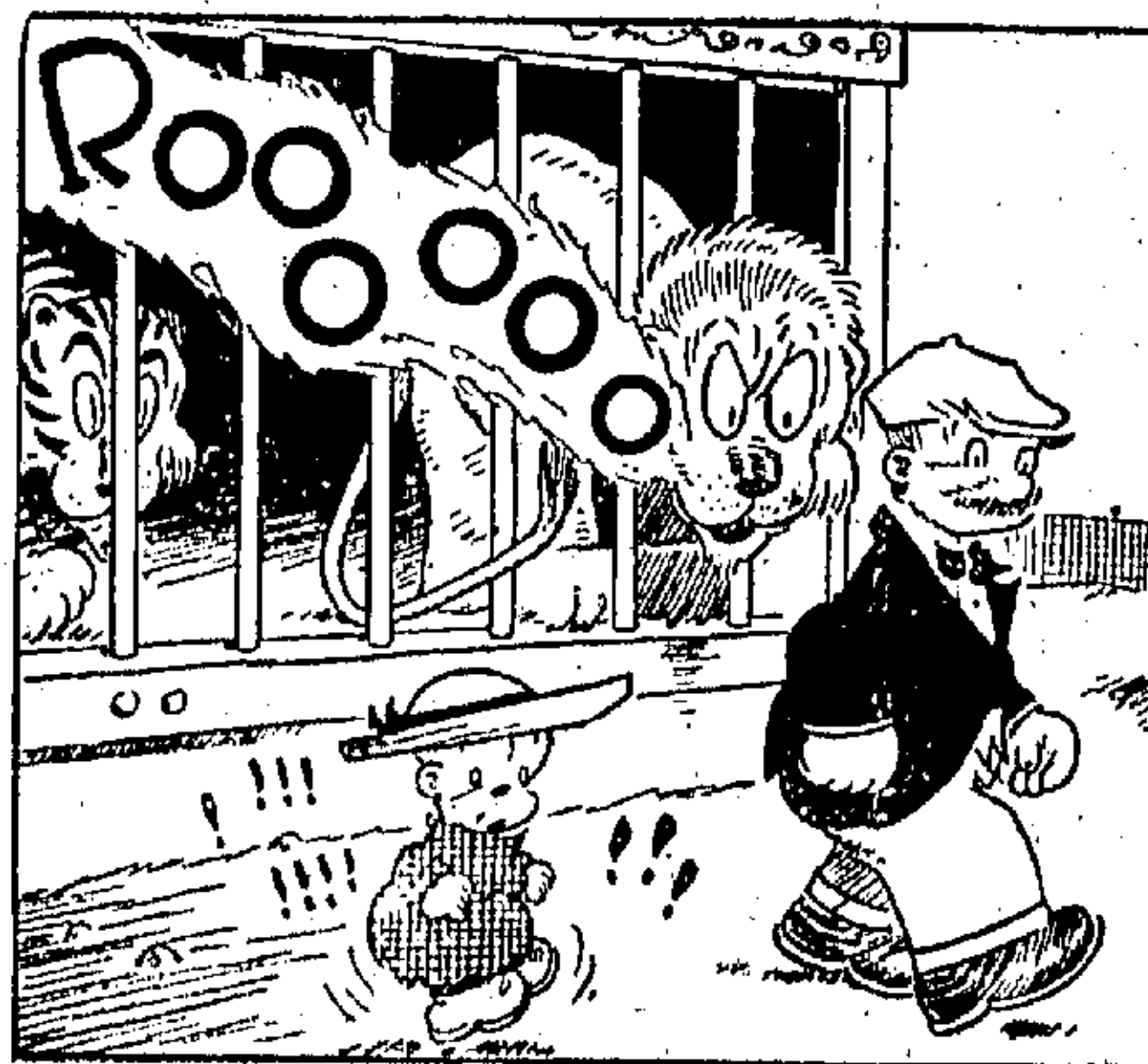
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"Why, I could put one of these 12-inch guns under my arm and not know it was fired. It does not actually fire a shell each end. It fires sand from one end, and this sand has the effect of reducing recoil absolutely to nothing."

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Business correspondence should be sent to the Manager.

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who are our agents there.

Announcement.

The Reverend Mother Felicie profoundly regrets to inform all friends that Sister Macarie, aged 81 years, passed peacefully away in the French Convent at 4 o'clock on the morning of the 21st April, 1921.

The funeral will pass the monument to-day at 5.30 p.m.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 21, 1921.

THE "MISSING LINK" EXPEDITION.

Scientists the world over will no doubt follow with deep interest the investigations and subsequent conclusions of what has been popularly termed the "Missing Link" Expedition to Asia. One of its leaders has already arrived in China, in the person of Mr. Roy Chapman Andrews, an article from whose pen we published yesterday. As to when the expedition's task will begin in real earnest, this will depend to some extent upon the situation in China, but it is hoped soon to get under way and to secure the co-operation of Chinese who can be of value to the party. The prime object of the expedition is to discover some fossil of man at the place of origin that will enable scientists to link him up with his successive stages of development, for the need is felt of definite data on the point, since most of the present conclusions are, according to Mr. Andrews, theories based on deductive reasoning.

The expedition party sets out under the auspices of the American Museum of Natural History, in co-operation with the American Asiatic Society and the *Asia Magazine*. Holding the theory that man is "descended from none but man," but at the same time admitting his relationship to the ape, this group of scientists will seek to find fossil remains of the first creature to leave the Anthropoid, or four-legged, stage and stand erect on the legs. Their search turns in this particular direction because a generally accepted belief is that in the Miocene period, some 2,000,000 years ago, great geological disturbances occurred. The Central Asia plateau was elevated. Himalaya Mountains were thrown up. Land connection existed between Siberia and Alaska, across what is now the Behring Strait. There was probably a broad connection with Africa by way of the Mediterranean and Red Seas. It is in this environment that the origin of man is conceived to have taken place. For it is believed, the apes no longer could retreat southward because of the huge mountain barrier, and man, probably an insignificant creature living on nuts and roots in the thick forests and running to trees for shelter, was suddenly threatened by new perils with the old sanctuary gone. Losing the shelter of the forest he had to acquire some means of self-preservation on the open plain. So he tried standing erect as a means of better looking about, acquired hands with opposed thumbs so that he might grip sticks and stones, and feet that he might stand the strain of swift and sustained running.

These are some of the views at present held regarding the origin of man, and if the fossil remains of this first man can be found, a riddle of the ages will be solved and positive proof take the place of theory. The subject of the search of this group of scientists is one that makes a universal appeal to the imagination. The expeditioners will seek to trace the causes that led to man's evolution; how that evolution was first accomplished; what the primitive man looked like; how he lived—in short, the key to the missing chapters in human history.

NOTES & COMMENTS.

Allies Preparing.

The Allies are evidently giving careful attention to the further measures to be taken if Germany continues to evade her responsibilities. It is semi-officially announced that the Allies will require the Reichsbank's gold reserves to be transferred to the custody of the Reparations Commission. According to the *Echo de Paris*, French experts propose also that additional military and economic penalties shall be applied, including the occupation of further territory in the Ruhr region; and a preliminary conference is to be held this week-end at Hythe, which will be attended by the French Premier and General Weygand. Commenting on the subject the other day, we remarked that the Allies, having notified Germany of the reparations decision, were at liberty to take further steps without waiting for May 1. In addition to the sum for reparations, however, the Allies, under Art. 235, have a claim against Germany for 20,000,000,000 gold marks, for which Berlin formally gave bonds, in respect of the armies of occupation and the supply of materials; and the Treaty fixes May 1 as the latest date for payment of this amount. Germany claims that she has discharged the liability and more. The difference arises over the valuation of the payments in kind. Evidently Germany has placed a high estimate upon the goods she has delivered, seeing that the Allies claim that there is still a sum of 2,600,000,000 due, signifying that less than half of this debt has been discharged.

L'Affaire Dreyfus.

The passing of the Paris journalist, M. Joseph Reinach, recalls the famous case which agitated all France in the closing decade of last century. Captain Dreyfus, son of a wealthy Jewish merchant of Paris, was attached to the General Staff. Tried by court-martial for selling secret documents to Germany, he was condemned and banished to Devil's Island. His relatives, with Colonel Picquart, the late Emile Zola, and M. Reinach, were convinced of his innocence and exerted themselves to obtain a retrial. Zola, in an open letter addressed to the President of the Republic, asserted that Dreyfus had not received a fair deal. For this the celebrated novelist was convicted of libel and fled the country for a while. Persevering in their efforts, the Dreyfus champions—to whom must be added a man destined to become renowned in these late years, M. Clemenceau—charged two of the prosecution witnesses, Colonel Henry, head of the Intelligence Department, and Captain Esterhazy, with fabricating the much-debated Dreyfus dossier. Esterhazy was acquitted, but the former confessed and committed suicide. A retrial was ordered, and the sentence was confirmed with reservations, the penalty being reduced. Shortly afterwards Dreyfus was set at liberty, and eventually he was not only accorded a full pardon but his commission in the Army was restored to him with the rank of major. A feature of the retrial was the eloquent speech for the defence by M. Paul Demange, delivered at short notice on account of the sudden illness of leading counsel.

The Big Clash.

The ether has been stirred again to tell us a little more about the Dempsey-Carpentier arrangements, which have been under discussion for some fifteen months. A few weeks ago a report got around that the promoter, Tex Rickard, had received a proposition from Canada, bringing the purse up to \$750,000 (does Tom Sayers turn in his grave these days?—we shall be hearing of a seven-figure purse soon). But the contest, so we are told, is to be staged in New Jersey on July 2. It is stated that Carpentier, with Descamps, his manager, will sail for America on the seventh of next month, which looks a little more promising, though not by any means conclusive. The laws of the State named do not allow of contests going beyond twelve rounds. This means a hefty sum per round, assuming that the clash lasts the distance; but as likely as not the limit will be more than sufficient. The Frenchman, by the way, appeared at Knowles Hall last month before his Majesty and other guests of Lord Derby, a novel characteristic of the display given with his sparring partner being a "reconstruction" of the Levinsky contest.

DAY BY DAY.

ELOQUENCE MAY EXIST WITHOUT A PROPORTIONATE DEGREE OF WISDOM.—*Burke.*

Colonel Davy, the new C.R.E., arrived here by the s.s. Devanha.

Sub-Inspector Robert Lanigan returned from Home leave yesterday.

Military families and reliefs for H.M.S. Hawkins and Alacrity arrived by the Devanha, which returns Home on the 27th instant.

We hear that the Police Reserve Medals, awarded for good service during the war, have arrived and that they will shortly be distributed.

Mr. L.E. Ensign, managing director of the China Vegetable Oil Company, Ltd., left to-day by the China for San Francisco and New York on business. He expects to return to the Colony in September.

The former pupil of Yaumati Government School who has been convicted of the theft of a typewriter from the institution was, with an accomplice, this morning bound over in a personal surety of \$100.

Yesterday's health return shows two fatal cases of small-pox (one imported), two cases of cerebro-spinal fever (one fatal), one fatal occurrence of plague and one non-fatal case of enteric. The sufferer in the last-named was an Indian; the rest Chinese.

Following the report of the Siberian mail service a number of enquiries have been addressed to the Hongkong General Post Office from businessmen for a confirmation of the statement, but without the result sought for, the department having received no advice from Home as to the likely resumption of the service.

Our suffragettes are on the war path again, says the *Canton Times*. They are out to canvass for members and will not be satisfied until they enrol every woman in this city as a member of their association. As an inducement they offer their poor hard working "sisters" the privilege of joining their association for the sum of ten cents. No mention is made by the suffragette committee as to the membership fee for the girl students.

THE WARING COMPANY.

"The Merchant of Venice."

It was only natural that with such a high reputation behind them that the H.B. Waring Company should attract a very large company to the Theatre Royal last evening when they gave the first of their Shakespearean plays—"The Merchant of Venice." Many of the artists have been closely associated with the Ben Jonson school of Shakespearean art and the high praise that has been meted out to them has (judging by last night's production) been more than justified. Not only in forceful characterisation but in the staging and setting, the Waring Company achieved an unqualified success. It is no easy matter to play Shakespeare these days, but there was scarcely a fault that even the most hypercritical could have found.

The leading parts of Portia and Shylock were in the hands of Miss Jeanette Sherwin and Mr. Chas. Quartermaine and we have never seen more masterly interpretations. Both these classic characters have been staged played times without number but in the hands of Miss Sherwin and Mr. Quartermaine they were given a very real freshness. Mr. H. B. Waring, as Bassanio, greatly contributed to the success of the production, whilst the part of Antonio was sustained with dignity by Mr. Wordley Hulse. Miss May Hallett as Nerissa and Miss Edith Smith as Jessica well fulfilled their important roles, whilst a word should be said in praise of Mr. Frederick Amnerley, who as the Duke of Venice and the Prince of Morocco, gave clever interpretations. All the other characters were in very capable hands, and the excellence of the dressing, staging and music (supplied by the Wiltshire's Band) combined to give Hongkong one of the best evenings it has ever had with England's great writer. This evening is being produced "A Butterfly on the Wheel."

MEDICAL EDUCATION AMONG THE CHINESE.

The Work of Hongkong and Shantung Universities.

A paper was recently read in London before the Royal Society of Medicine by Mr. Harold Balme, F.R.C.S., upon the subject of medical institutions in China. Sir Donald Mac Alister, Principal and Vice-Chancellor of Glasgow University, presiding.

Hongkong University was represented on the platform by Dr. H. G. Earle, Dean of the Faculty and Professor of Physiology, and by Sir James Cantlie, the founder of the College of Medicine for Chinese, now merged in the University, whose views on the subject of medical education in China merit reproduction.

No one can say when or by whom Western medicine was introduced into China. The Portuguese and the Dutch, although they were in occupation of parts of China over three centuries ago, did little, for in the parent countries of both medical knowledge was mostly empirical, and they had little to impart to the Chinese on the subject. The first real introduction of a "healing art" was made by the East India Company in 1801, when vaccine was brought to Canton and there used as a protection against small-pox. The Chinese had, of course, used the matter from dried small-pox scabs long before then, but bovine vaccine was with scientific precision used only after 1801.

The good effect was soon undone, for after a time the continuance of the use of this initial vaccine in the course of years lost its power, although they went on transferring it from arm to arm until the good effects became exhausted. It was not until 1891, when the then Governor of Hongkong (Sir Wm. Des Vaux) was persuaded to grant permission to erect a vaccine institute in Hongkong, that fresh vaccine could be supplied on a wider scale in the Far East.

Medical knowledge to the Chinese was for a considerable time given by every British medical man in China, inasmuch as they always had one, two or three "students" attached to their practice who, trained by their master, acquired a certain amount of clinical knowledge and the rudiments of anatomy and physiology, minor surgery, &c., and they at times became extraordinarily well skilled in several branches of surgery, acting as assistants at operations and as dressers and even as clinical clerks.

Sir Patrick Manson in Formosa and Amoy, Dr. Kerr at Canton, and several others gave instruction to classes of learners, but it was not until Dr. Kenneth MacKenzie, of the London Missionary Society, in Tientsin, in 1881 unfolded his scheme for more systematic instruction to the great Viceroy, Li Hung-Chang, that a medical college was actually established. It was again the London Missionary Society that was approached when the scheme for the establishment of a medical college in Hongkong was prepared (by Sir James Cantlie) in 1887; the Society welcomed and supported the idea warmly, and gave the use of their premises, the Alice Memorial Hospital in Hongkong, in which to hold classes and teach their students. Hongkong was favourably situated for the purpose, for here resided a number of local practitioners, of medical men of the Civil Government, of the Army and of the Navy, in all some forty British qualified medical men, willing to take up the work of teachers and examiners. The Government botanist, Mr. C. Ford, and his assistant superintended the teaching of botany; the Government chemist taught chemistry; Dr. Ho-Kai (after Sir Kai-Ho-Kai), a student in medicine and a barrister-at-law, taught forensic medicine and larger subjects. This was in 1887. Dr. Patrick Manson taught medicine; Dr. Wm. Hartigan, gynaecology; Dr. Paul Jordan, pathology; and Mr. (now Sir) James Cantlie, anatomy and surgery. Soon Dr. J.G. Thomson, of the London Missionary Society, joined the staff of teachers, and chiefly through his enthusiasm and capability as a teacher, demonstrator, tutor, and his wisdom as an administrator, was the routine and high standard of discipline of the College maintained and advanced. As pioneers (during the long period of twenty years whilst the College was maintained) necessarily dropped off other willing teachers came forward, and through their example and good work at last the British residents, especially J. D. Scott, Esq., and

H. Mody, Esq., came forward, and by their public spirit founded and built the University of Hongkong. Although a secular college, the Hongkong University owes its establishment to the welcome and accommodation given to the original College of Medicine in the buildings of the London Missionary Society. Recently, and chiefly through the munificence of the Americans, especially through the Rockefeller Fund, a great university has been begun, equipped and founded in the North of China, at Tsinan, in the Shantung Province.

In the case of Shantung the matter is quite opposite to that of Hongkong in its beginnings. In Hongkong the teachers of the College worked well-nigh twenty years without remuneration of any sort. When the University was founded the funds were raised locally from British, Indian and Chinese merchants, with some help from the local government. In Shantung that great benevolent fund—the Rockefeller—came to the assistance of Shantung, and found thereby a sum sufficient to endow and provide for (to a great extent) a large staff in the neighbourhood of some two dozen. Locally amongst the missionary population but few could be spared from their local Christian teaching in far apart churches, meeting houses, &c., so that if missionaries were apportioned to permanent work in the University others would have to be sent out to supply their places throughout the length and breadth of the country. All the more credit to the American philanthropists who contribute to the Shantung University, for if the missionaries are not so used, then still more are they to be admired for importing at so great an expense fresh teachers from abroad.

To the world outside China the development of the Shantung University was like bringing a foreign plant to a strange shore, an attempt to develop a new doctrine in unprepared surroundings. Yet it has been accomplished with success and the infant creation is already a prodigy. China has assimilated science as she has from time immemorial assimilated and incorporated within her ample proportions many peoples and many tribes. That it will thrive is undoubted, and the energy, the money and diligence of its promotion by Britain and America have been successfully planted and will bear "sweet and refreshing fruit."

In the Shantung University at Tsinan a further new development has taken place, and is none other than that, the Chinese

language has been adopted as the medium by which scientific medicine is to be taught. At once it is suggested that China has no scientific terms in its terminology, and that the language of the West must be incorporated with the ancient language of a purely commercial and agricultural people. Was it different in Europe? Rome adopted and incorporated the scientific language of the Greeks, and Roman languages were adopted as the basis of the nomenclature of science in all countries of Europe and America. The anatomical, physiological, clinical and pathological terms now in use in Northern and Western Europe were foreign to these countries, but they have become incorporated and adopted as the medium of communication everywhere. In China in the course of time the same thing will happen. The Japanese have done so without difficulty, and in China the mental powers of the Chinaman, with his superlative brain—the largest of any race—will surmount the apparent difficulty with ease. In Hongkong, the southern university, the teaching is in English; in Shantung, the northern university, the teaching is Chinese. To which will the Chinese drift for their education? It would naturally seem as though the flow would go northwards, but the languages in the north and south are different. It is Mandarin in the north and Cantonese in the south, and the two are as different as English from French, so that the student from the South of China, were he to go north, would have to learn what for him is a foreign language, just as much as English is a foreign language to the Cantonese. It is a question which he will take to. A factor in favour of the southerner going north is that the written language of both is the same; it is but the spoken languages that are different. The Cantonese are the commercial race of China, and English opens the door not only to the whole of the markets of the world, but also allows of a world free channel of inter-communication in science with the English-speaking races, an enormous beneficial factor not only to the Chinese but also to the rest of the world. For that the Chinese by their ability will play an important and useful part in medicine and other sciences is undoubted; thereby advancing the world's knowledge by adding to its armamentarium a people capable of illimitable development in whatever work they may devote their talents to.

Between Ourselves

By Robt. MacWhirter.

How did you act? Or how are you going to act? When? At the great moment of your life. English folk call it the proposal. Novelists work up to it and think it the climax when, if the truth were often told, anti-climax would be nearer the mark. Writers for the pictures term it the fade-out and it's just after that that ye make a grab for your hat and wish ye had kept your dollar to buy ice-cream wi'.

I was reading about Capt. Evans—our Capt. Evans I mean—in the Home papers just the other day. Ye see the cables had got busy just after the Hong Moh disaster and it being a somewhat dull season in between strikes, the newspapers wrote him up to beat the band. No' that he didna' deserve it, mind ye, but some of you screaming journals fairly overdo it when they start. Talk about making straw without bricks. And talking about bricks, by the Hokey Fly, give some of yon newspapers the mere shadow of one to play wi' overnight and ye get an Eiffel Tower served up to breakfast next morning. No' content wi' telling folks a straight simple story about the wreck and the part he was supposed to play, some of them needs must break out into special articles and go into his history from the time his grandmother first took to wearing glasses and elastic-sided boots.

But what I was going to say was this. Half way through one of the screeds, right in the middle of having Evans fall into Antarctic crevasses and eating dog harness as a change of diet, the writer so far forgets himself as to tell us the way he got about proposing marriage to his wife. This is the bit:—

He met her in Christiania, the acknowledged beauty of her social circle.

"I mean to marry a man of action," she said.

"Why don't you?" he asked.

"No one has asked."

"Right," said Evans, and they married.

What d'ye know about that? I'll say it's a bit too swift for me. Janet says that sort of thing should be made actionable. I didna' quite grasp whether she meant the bit in the paper or the proposal itself. What's more to the point, though, Janet says she doesna' believe one word of it. And she ought to know for she's gone through a long and special course of reading on subjects of the kind. Let me give you a simple proposal from her latest in heart throbs—"The Malefactor" by E. Phillips Oppenheim:

"I am too old for you, dear," he said presently, as they wandered about the garden, "much too old."

"Age," she answered softly.

"What is that? What have we to do with the years that are past?"

"It is the years to come only which we must consider, and to think of them makes me almost tremble with happiness. You are much too rich and too wonderful a personage for a homeless orphan like me," bit," she added, tucking her arm through his with a contented little sigh, "I have you, and I shall not let you go!"

I don't doubt but that the truth's to be found somewhere between the two but I suppose a lot depends on the sex and age of the reader. What's your idea?



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"THE TIGER."

A Character-Sketch of Clemenceau.

A vivid character sketch of M. Clemenceau, by Mr. Lansing, U.S. Secretary of State, at the time of the Peace Conference in Paris, appears in the *Times*.

Once in the saddle (writes Mr. Lansing), Clemenceau, contrary to the public estimate of his nature, did not ride roughshod over his colleagues. As the presiding officer of the Council of Ten, his conduct was urbane and considerate, although I cannot say the same of him when he presided over the Conference on the preliminaries of peace, a position which he assumed with the same assurance with which he had assumed the presidency of the Council.

In dealing with the great body of delegates, which met usually in the Salle de l'Horloge of the Palace of the Ministry of Foreign Affairs, he lived up to his reputation. He was, in fact, utterly ruthless in pressing through the programme agreed upon by the Council of Ten. He swept aside objections and suppressed interruptions with little regard for the speakers who dared to challenge his will.

Free debate and actual voting by the delegates had no place in the proceedings with M. Clemenceau in the chair. There was an occasional attempt at discussion, but the Clemenceau method discouraged it.

After listening with a tolerant manner and with his half-closed eyes turned toward the ceiling, the old French autocrat would slowly rise from his chair, glare freely about the room as if to say, "We have had enough of this," and ask whether anyone else desired to speak; and then before another delegate could collect his wits and get to his feet he would snap out the inevitable "Adopte."

That always ended it.

As a master of the fine art of flattery none could equal the French Premier. It was interesting to see how accurately he estimated the personal peculiarities of his colleagues and how tactfully he regulated his intercourse according.

With President Wilson he was, at least in the Council of Ten, politely deferential but never subservient; with Mr. Lloyd George he showed his wit and sometimes his sarcasm; with the Italians he was cynical and caustic and not infrequently vehement; and with the Japanese indifferent or patiently tolerant. He had road with remarkable keenness the temperaments and the characteristics of each, and seemed to understand the best way to deal with each one.

The personality of M. Clemenceau was distinctively attractive. His genial friendliness, his mental alertness, and his sparkling wit made him always an agreeable companion and an interesting conversationalist.

It is true that his wit was sometimes biting and cruel. He did not check his fondness for uttering clever sayings because they conveyed unpleasant truths or wounded the sensibilities of those at whom they were directed. But he was always careful to avoid offending one whose power he recognised or whose favour he sought.

President Wilson, for example, was never in his presence a target for his sarcastic remarks, while his own officials and military advisers, even Marshal Foch, were often the subjects of jests and rebukes which, delivered before the Council, caused them exceeding mortification, and invited in some cases angry retorts.

He was at times so harsh and sarcastic in his language that his listeners felt incensed that he took an occasion when they were present to humiliate his subordinates.

He watched calmly and with little comment the formulation of the League by the Commission on the League of Nations over which President Wilson presided, but I imagine that he did so with a scornful cynicism for the work of those who, he doubtless thought, were wasting their time on a dream.

Had the authors of the Covenant attempted, however, to modify his purposes, there can be little doubt that there would have been an explosion, and the covenant would have had a difficult road to travel before it was accepted.

ALLEGED LOOTING IN IRELAND.

Why General Crozier Resigned.

Brigadier-General Crozier's letter resigning his post as Commandant of the Auxiliary Cadets in Ireland, and the letter to him from General H. H. Tudor, Police Adviser to the Chief Secretary, which led to the resignation, make notable reading.

What led to the incident was the dismissal of 26 auxiliary cadets in connection with charges of looting on February 9.

On that date, it seems, a party of 31 auxiliaries was ordered to carry out a raid for arms at a farm belonging to a man named Charles, of Robinstown, near Trim.

It is alleged that the men who carried out the raid were guilty of looting, taking away money and whisky, wine, fowls, pictures, and other property. The wine and the fowls, it is said, were consumed in the mess.

Five members of the company are said to have given information, in consequence of which General Crozier held an investigation and heard considerable evidence.

Five of the alleged ringleaders were placed under arrest, and the other twenty-six were dismissed subject to the approval of the police adviser to the Chief Secretary, General Tudor.

Threats are alleged to have been made against the informers.

DISMISSED CADETS RECALLED.

General Tudor, according to Sir Hamar Greenwood, sent instructions to suspend action against the twenty-six cadets until he returned to Dublin. This letter took twenty-four hours to reach the Commandant of the Auxiliary Division, with the result that the men were sent to England.

On arrival in England they protested to the Chief of Police at the Irish Office that they had been dismissed without trial.

On his return to Dublin, General Tudor directed that the dismissed cadets should be recalled without prejudice to any future disciplinary action if found guilty. He at once instituted a Court of inquiry into the whole of the circumstances, which is now proceeding.

The cadets have not been allowed to return to their own unit, and there is no question, under any circumstances, of allowing them to do so. They are now awaiting the finding of the Court.

The adjutant resigned with General Crozier.

LETTERS BETWEEN THE OFFICERS.

General Tudor wrote to General Crozier on February 14—I think it will be best for you to keep these thirty T.C. suspended until I come back. I want to discuss it with the Chief Secretary. He sets all the other. My main point is that it is an unfortunate time to do anything that looks panicky. I think also these T.C.'s will have a distinct grievance if the platoon commanders and section leaders are acquitted.

Tell these thirty they are suspended pending my return, or, if you prefer it, keep them on by not completing their accounts till I come back.

General Crozier answered—The more I think over the matter the more I am of opinion that your attitude in the "Trim incident" has made my position impossible in the Division, as I am all out to have discipline unquestionable. I therefore propose to resign at the expiration of my leave. I still consider that theft on the part of policemen in the course of their duties is unpardonable, and I cannot associate myself with a force in which such acts are condoned.

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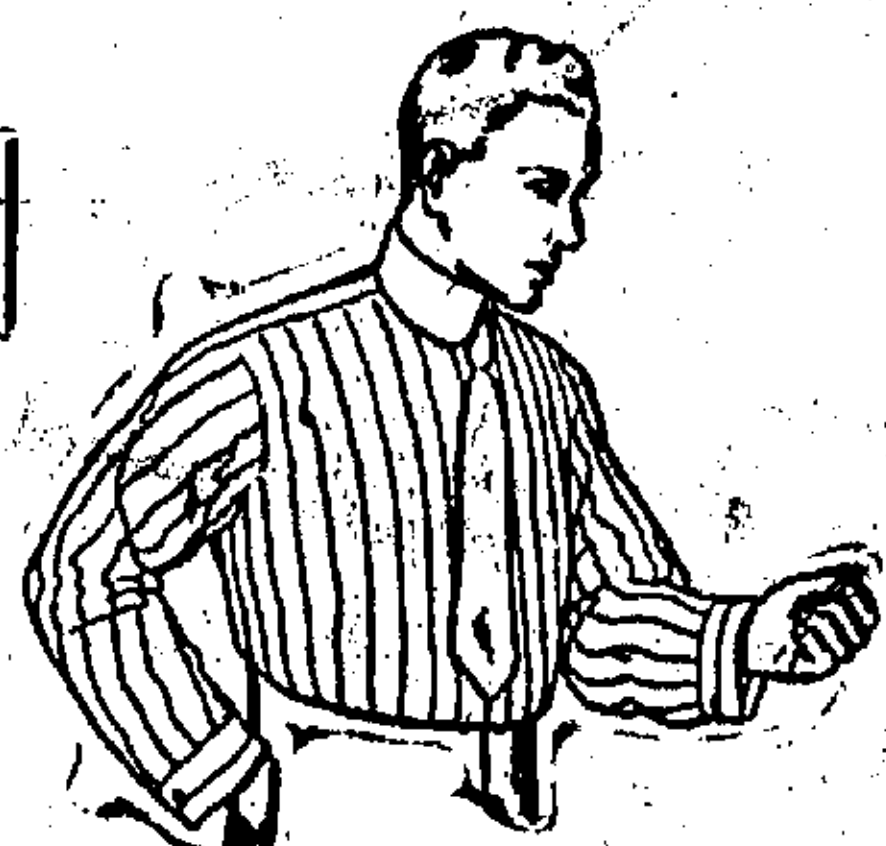
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THE HING WAH PASTE MFG. CO., LTD.

(No. 47-48 Connaught Road Central, Hongkong)

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OF

MACARONI, VERMICELLI, PASTE
STARS, ECO NOODLES &c.

RING UP 2230.

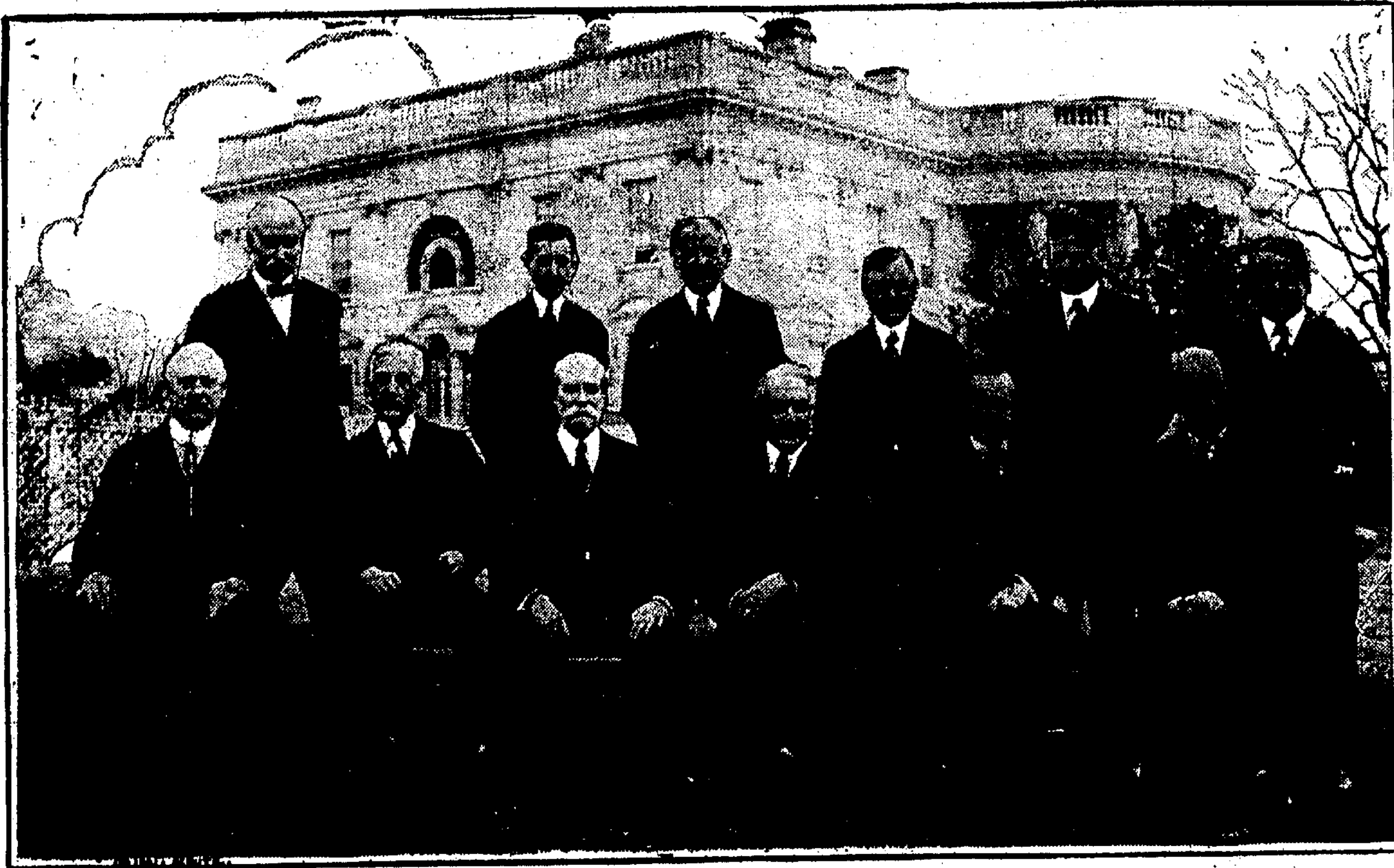
FRENCH LESSONS.

G. MOUSSION

15, Morrison Hill Road.



CAMERA NEWS



This is the first photograph of President Harding with his Cabinet. Seated (left to right), Secretary Weeks, Secretary Mellon, Secretary Hughes, President Harding, Vice President Coolidge, and Secretary Denby. Standing (left to right), Secretaries Fall, Hays, Daugherty, Wallace, Hoover and Davis.



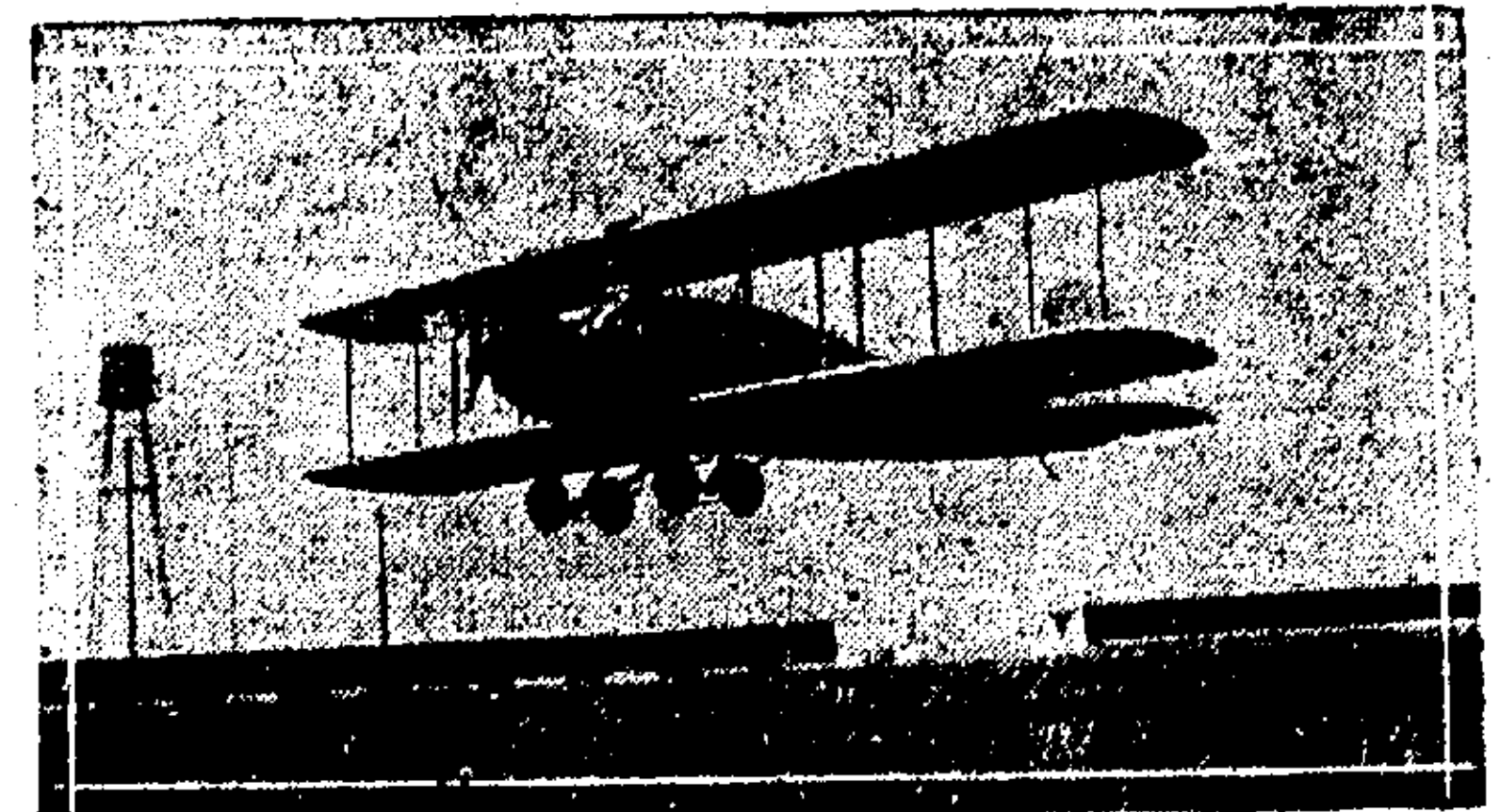
A snapshot of Mme. Ronce Chemet, the noted French violinist.



Sir Jagadis Chandra Bose, who has recently startled the world with the statements that plants have feeling, and live and die just like animals or human beings. He is Professor Emeritus of the Presidency College in Calcutta.



Mile. Kaschouba and M. Michailovsky are shown in a dance from the Russian ballet now playing in Paris.



This Curtiss eagle airplane carries 10 passengers and has a 12 cylinder Liberty motor of 400 horse power.

DOINGS OF THE DUFFS

Danny Advertises His Hair Cut

BY ALLMAN



NOTICE.

AMERICAN EXPRESS COMPANY.

America 1841 Established Europe 1891.

HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

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BORDEAUX	KOBE	ROTTERDAM
BREMEN	LIVERPOOL	ROME
BRUSSELS	LONDON	SOUTHAMPTON
BUEENOS AIRES	LUCERNE	SHANGHAI
CAIRO	MANCHESTER	STOCKHOLM
CHRISTIANIA	MANILA	TORONTO
COBLENZ	MARSEILLES	VALPARAISO
COPENHAGEN	MONTVIDEO	WINNIPEG
EDINBURGH	MONTREAL	YOKOHAMA
GENOA	NAPLES	

In Process of Organization.

ALEXANDRIA	PEKING	TIENSIN
BOMBAY	SINGAPORE	WARSAW
CALCUTTA		

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Financial, Transportation and Travel Service.

Advice on Packing, Shipping Routes, Foreign Custom Requirements.

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YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER,
Hongkong.

LITTLE FOLKS' CORNER.

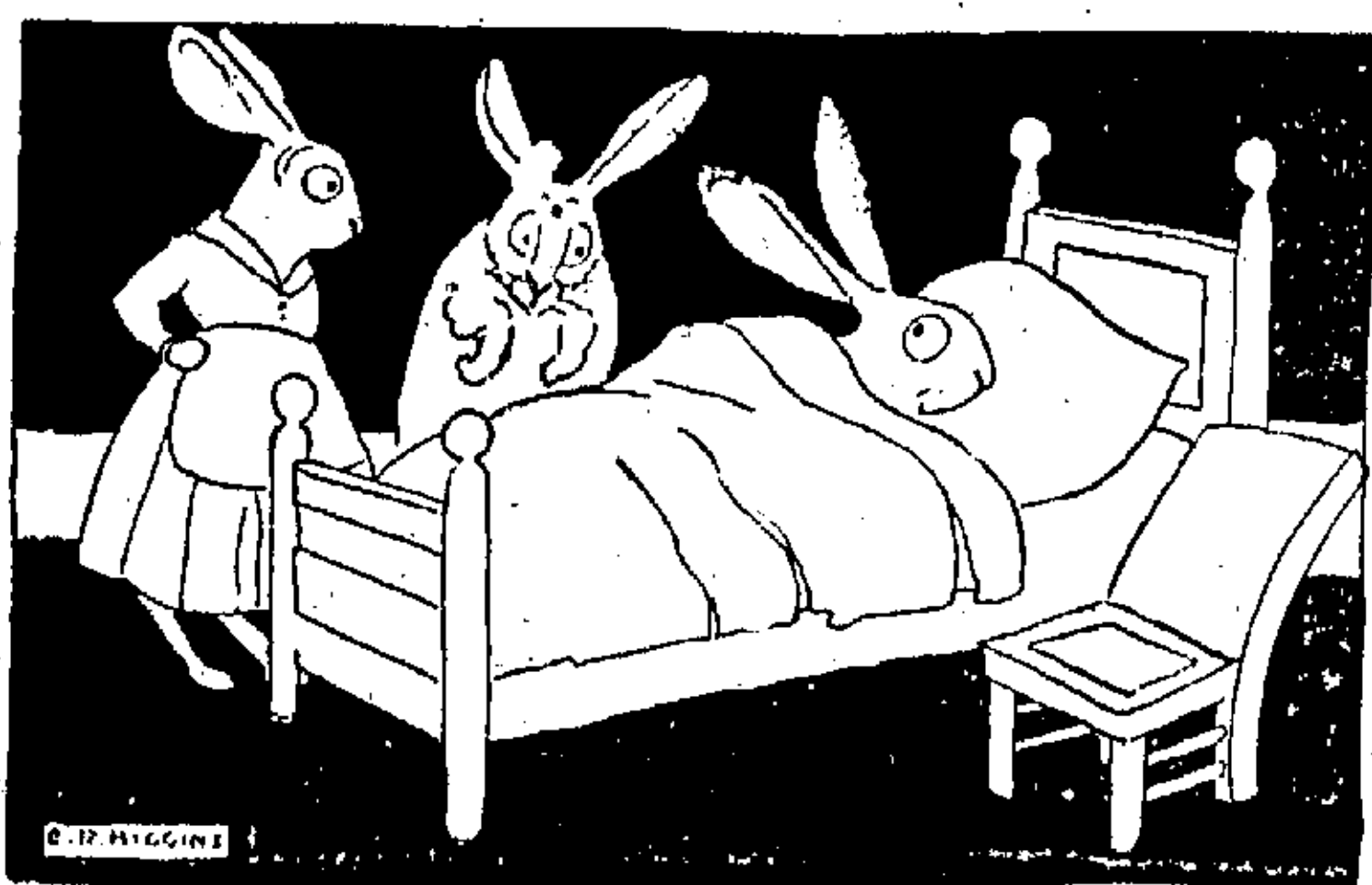
ADVENTURES OF THE TWINS.

DISINCLINATION.

Another pupil who didn't show up in Meadow Grove School after the Autumn picnic near Lily Pond was Cutie Cottontail.

But Cutie was different from Chip Chipmunk, who had played truant because he wished to visit the buckwheat field. His mother and daddy knew where he was. He was in bed.

At first Mrs. Cottontail thought it was carotonia or cabbagitis, because Cutie had stopped at Farmer Smith's sassa-patch on his way home from the picnic, and he had eaten a lot of things on top of the pie and cake and beet ice cream he had had for lunch. So she had called up her cousin, Mrs. Bunny, and asked what to do about it. Mrs. Bunny advised her to put a wild mustard poultice over the pain, but when Mrs. Cottontail told her that the pain never seemed to stay two minutes in the same place, being in one ear, then the other, then his paws, or somewhere else, Cousin Bunny shrieked in



Cutie's mother and daddy knew where he was. He was in bed.

dismay. "Then send for Dr. Mink at once. He may have the measles again!"

"Again!" Mrs. Cottontail disdained. "He never had them at all! Those were inkspots he got on in school, and I had to soak him in sour milk for a week."

But just the same, she did send for Dr. Mink and that gentleman came carrying a caseful of bottles that would have put a drug store to shame.

He felt Cutie's pulse and looked at his tongue and stuck a big thermometer into his mouth. Mr. and Mrs. Cottontail stood by anxiously waiting to hear what he had to say.

Finally he took out the thermometer and looked at it through his specks—then he looked over his specks at Cutie.

"This young gentleman has a very severe case of disinclination," he announced, "and we must proceed to cure him at once."

(To be continued to-morrow.)

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day:—

Vessel	Agents	From	Mooring
Saigon Maru	O. S. K.	Moji	Kowloon Wharf.
Sekko Maru	O. S. K.	Singapore	O. S. K. Wharf.
Gleniffer	J. M. and Co.	Singapore	Kowloon Wharf.
Cheong Maru	V. K. K.	Singapore	C 41.
Caddopack	Pacific Mail	Shanghai	C 41.
Suiyang	B. and S.	Singapore	C 48.
Tientsin	J. M. and Co.	Canton	Kowloon Dock.
Kwaiyang	J. M. and Co.	Canton	Holt's Wharf.
Doracourt	B. and S.	Hoihow	A 2.
Demodocus	B. and S.	Liverpool	
Devanha	P. and O.	Portsmouth	

Clearances.

Vessel	Agents	Where Bound	Departure.
Arizona Maru	O. S. K.	Shanghai	20th April.
Tsushima Maru	Dodwell	Chingwangtao	
Tanaka Maru	O. S. K.	Singapore	
Venezuela	Pacific Mail	Shanghai	
Torilla	P. and O.	Singapore	
Sunning	J. M. and Co.	Shanghai	21st
Gleniffer	J. M. and Co.	Canton	
Nile	China Mail	Shanghai	

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Nile	C. M. Co.	S. Francisco	21st April
Samung	B. and S.	Shanghai	21st
Kanowna	P. and O.	Australia	22nd
Hwah Ping	C. A. M. S.	London	22nd
Carnarvonshire	J. M. and Co.	London	22nd
Yuenang	J. M. and Co.	London	22nd
Hailong	D. L. Co.	Foochow	22nd
Wulu	B. and S.	Shanghai	22nd
Kunyang	J. M. and Co.	Shanghai	22nd
Kaifong	B. and S.	Hainan	23rd
Kwaiyang	J. M. Co.	Calcutta	23rd
Wakusa M.	N. Y. K.	Bombay	23rd
Hoihow	B. and S.	Shanghai	23rd
Trieste	D. L. Co.	Brindisi	23rd
Suiyang	J. M. Co.	Shanghai	24th
Hailong	J. M. Co.	Tientsin	24th
Chinghua	B. and S.	Singapore	24th
Taming	B. and S.	Hoihow	25th
West Jena	S. and D.	Los Angeles & Mexico	25th
Elpenor	N. Y. K.	London	25th
Awa M.	N. Y. K.	London	25th
Montague	A. M. L. Line	Portland	26th
Kwaiyang	J. M. Co.	Swatow	26th
West Jessup	S. and D.	Seattle & Vancouver	26th
Szechuen	B. and S.	Peking	26th
Kueichow	B. and S.	Tientsin	26th
Devanha	J. M. Co.	London	26th
Tangshing	J. M. and Co.	Foochow	26th
Hailong	D. L. Co.	Foochow	26th
Chengtu	B. and S.	Bangkok	26th
Japan	P. and O.	Japan	27th
Malacca Maru	N. Y. K.	Japan	27th
Hsinang	J. M. Co.	Sandakan	27th
Takoung	J. M. and Co.	Hainan	27th

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Wakusa M.	N. Y. K.	Kobe	22nd April
Benader	Gibb, L. & Co.	Europe	23rd
Awa M.	N. Y. K.	Singapore	24th
Malacca M.	N. Y. K.	Calcutta	26th
Imba Maru	N. Y. K.	Kobe	28th
Hector	B. and S.	Suez	1st May
Wancher	Ad. Line	Seattle	1st
Georgie	J. M. Co.	Europe	9th
Bowen Castle	Barber Line	New York	12th
Shidzuoka M.	N. Y. K.	London	12th
Kaga Maru	N. Y. K.	London	25th

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage Expires	Claims to be in by	Examination Date
Melville Dollar	R. D. Co.	Kowloon	April 23	May 16	April 19
Kaengsa	Bank Line	Kowloon	April 23	May 2	Tues. & Fri.
Mulpa	Ad. Line	Hon. Shan	April 25	May 18	April 22
Burma Maru	O. S. K.	Kowloon	April 25	May 18	Wed.
Gleniffer	J. M. and Co.	Kowloon	April 27	May 20	April 27
Demodocus	B. and S.	Holt's	April 26	May 11	Tues. & Fri.

POST OFFICE NOTICES.

Telegraphic Communication with Gap Rock Lighthouse is interrupted. Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 8 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Shanghai	Szechuen	22nd April.
Japan	Wakusa Maru	27nd
Europe via Suez (Letters & Newspapers only London 24th March)	Benader	23rd
Straits	Awa Maru	24th
Australia & Manila	Changshing	25th
Calcutta & Straits	Malacca Maru	25th

OUTWARD MAILS.

For	Per	Date
*Straits & Bangkok	Wing Shing	Fri., 22 inst., 3 p.m.
*Swatow, Amoy & Takou	Sushu Maru	Fri., 22 inst., 9 a.m.
Ford Bayard, Hoihow & Hainan	Hanoi	Fri., 22 inst., 9 a.m.
Philippine Islands	Yuen Sang	Fri., 22 inst., 2 p.m.
Swatow, Amoy & Fuchow	Hailong	Fri., 22 inst., 11 a.m.
Straits, Bangkok, Ceylon, Mauritius, E. Africa, India via Dhamshakodi, Egypt & Europe via Suez	Carnarvonshire	Fri., 22 inst., Registration 2.45 p.m. Letters 3.30 p.m.
Wei Hai Wei, Chefoo, Tientsin	Chingshing	Satur., 23 inst., 5 p.m.
Shanghai & North China	Hoihow	Satur., 23 inst., 11 a.m.
*Swatow, Shanghai & North China	Hengsang	Satur., 23 inst., 5 p.m.
Hoihow, Pakhoi & Hainan	Kaifong	Satur., 23 inst., 9 a.m.
Shanghai & North China	Suiyang	Satur., 23 inst., 5 p.m.
Swatow, Bangkok, Calcutta & Aden	Kwaiyang	Satur., 23 inst., 2 p.m.
Swatow, Amoy & Fuchow	Amokun Maru	Sun., 24 inst., 8 a.m.
*Swatow, "Straits & Bangkok"	China	Sun., 24 inst., 3 p.m.
Java & Port Moresby via Sourabaya	Taioukwang	Mon., 25 inst., 3 p.m.
Amoy & Philippine Islands	Taming	Mon., 25 inst., 3 p.m.
*Swatow, Shanghai & N. China	Tungshing	Mon., 25 inst., 6 p.m.
Swatow & Bangkok	Kwong Eng	Mon., 25 inst., 5 p.m.
Shanghai, N. China, Japan, Honolulu, Canada, U.S.A., Central & South America & Europe via San Francisco	Golden State	Mon., 25 inst., Registration 9.45 a.m. Letters 10.20 a.m.
Swatow & Bangkok	Chengtu	Tues., 26 inst., 9 a.m.
Wei Hai Wei, Chefoo & Tientsin	Kueichow	Tues., 26 inst., 3 p.m.
Amoy, Shanghai & N. China	Szechuen	Tues., 26 inst., 11 a.m.
Swatow, Amoy and Fuchow	Hailong	Tues., 26 inst., 10 a.m.
Sandakan	Hinsang	Wednes., 27 inst., 10 a.m.
Hoihow & Hainan	Takoung	Wednes., 27 inst., 9 a.m.
Shanghai, N. China, Japan, Honolulu, Canada, U.S.A., Central & South America & Europe via San Francisco	Shinyo Maru	Wednes., 27 inst., Registration 9.45 a.m. Letters 10.20 a.m.

*Correspondence bearing vessel's name only.

BANKS.

ASIA BANKING CORPORATION.
(AN AMERICAN BANK)

CAPITAL SURPLUS & UNDIVIDED PROFITS: U.S. \$4,000,000. U.S. \$1,489,000.

HEAD OFFICE: NEW YORK, U.S.A. BRANCH: SAN FRANCISCO

HEAD OFFICE FOR THE ORIENT: SHANGHAI. BRANCHES: HANKOW, PEKING, MANILA, SINGAPORE, TIENSIN

All descriptions of banking business transacted. Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs. American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us. Payable throughout the world.

D. M. BIGGAR,
Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital, \$60,000,000.00
Paid up Capital 12,279,800.00
Reserve Funds 7,796,023.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21 Connaught Road Central. Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annum

TSUYER PEI

Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—

No. 2, Queen's Road Central, HONGKONG.

Established 1919.

PAID-UP CAPITAL: \$2,000,000.00

RESERVE FUND: 500,000.00

DIRECTORS:

Mr. Pong Wai Tung, Chairman.
Mr. Chou Shou San, Mr. Kuo Ying Po,
Mr. Li Koon Chan, Mr. Mok Ching Kong,
Mr. Pong Ping Shing, Mr. Wong Yun Tong,
Mr. P. R. Kwoh, Mr. Chen Ching Shue,
Mr. Ng Chang Luk, Mr. Kan Chiu Nam.

Chief Manager, Mr. Ken Tong Po.
Asst. Manager, Mr. Li Tse Fung.

BRANCHES & AGENCIES:—

LONDON, NEW YORK, SHANGHAI, HONGKONG, KOWLOON, SINGAPORE, MANILA, BATAVIA, SOERABAYA.

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

For 12 months at the rate of 6% per annum

For 12 months at the rate of 7% per annum

For 12 months at the rate of 8% per annum

For 12 months at the rate of 9% per annum

For 12 months at the rate of 10% per annum

For 12 months at the rate of 11% per annum

For 12 months at the rate of 12% per annum

For 12 months at the rate of 13% per annum

For 12 months at the rate of 14% per annum

For 12 months at the rate of 15% per annum

For 12 months at the rate of 16% per annum

For 12 months at the rate of 17% per annum

For 12 months at the rate of 18% per annum

For 12 months at the rate of 19% per annum

For 12 months at the rate of 20% per annum

For 12 months at the rate of 21% per annum

For 12 months at the rate of 22% per annum

For 12 months at the rate of 23% per annum

For 12 months at the rate of 24% per annum

For 12 months at the rate of 25% per annum

For 12 months at the rate of 26% per annum

For 12 months at the rate of 27% per annum

For 12 months at the rate of 28% per annum

For 12 months at the rate of 29% per annum

For 12 months at the rate of 30% per annum

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK)

Subscribed Capital: 100,000,000

Paid-up Capital: 75,000,000

Reserve Funds: 25,000,000

Deposits: 1,000,000,000

The Chinese Government owns an eighth of the Capital.

HEAD OFFICE:

74, Rue de la Harpe, PARIS.

BRANCHES:

Antwerp, London, Shanghai, Hongkong, Lyons, Hankow, Peking, Tientsin, Calcutta, Bombay, Yokohama, Kobe, Manila, Cebu, Singapore, Batavia, Soerabaya, Hongkong, Canton, Hankow, Hainan, Hongkong, Shanghai, Peking, Tientsin, Calcutta, Bombay, Yokohama, Kobe, Manila, Cebu, Singapore, Batavia, Soerabaya.

BANKERS:

IN FRANCE: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

IN LONDON: London Joint City and Midland Bank Limited.

IN SAN FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTAGIS, Manager.

Hongkong, 20th January, 1921.

BANQUE DE L'INDO-CHINE

(FRENCH BANK)

Head Office: 15 bis Rue La Fayette, Paris.

Capital: 100,000,000 Francs

Reserve: 50,000,000 Francs

BRANCHES AND AGENCIES:

PACIFIC SHIPPING.

C.P.O.S.

HONGKONG to VANCOUVER
via Shanghai, Nankai (Molli) Kobe & Yokohama.

Steamers	From Hongkong	Due Vancouver
Empress of Russia	Apr. 28	May 16
Empress of Japan	May 17	June 7
Empress of Asia	May 26	June 13
Monteagle	June 14	July 8
Empress of Russia	June 23	July 11
Empress of Japan	July 13	Aug. 3
Empress of Asia	July 21	Aug. 8
Monteagle	Aug. 23	Sept. 16
Empress of Russia	Aug. 18	Sept. 5
Empress of Japan	Sept. 20	Oct. 11
Empress of Asia	Sept. 15	Oct. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Trade conditions on the Atlantic are anticipated as on the Pacific. Reservations can be arranged by letter or cable for all Atlantic passages. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

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HONGKONG OFFICE
Cable address: OACANPAC
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CANADIAN PACIFIC OCEAN SERVICES, LTD.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	Apr. 27th
PERIA MARU	9,000	May 14th
TAIYO MARU	22,000	May 25th
SIBERIA MARU	20,000	June 10th
TENYO MARU	22,000	June 21st
KOREA MARU	20,000	July 1st

Calling at Dairen. * Omitting Shanghai.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	May 15th
RAKUYO MARU	17,500	June 10th
CHOYO MARU	20,000	July 11th

* Cargo only.

For full information regarding passages, freight and sailings apply to:-

Y. TSUTSUMI, Manager,
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.
GREEN STAR LINE

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.

TO SEATTLE & VANCOUVER (via MANILA).

† "WEST JESSUP" ... 26th April.

TO LOS ANGELES & SAN FRANCISCO (via HONOLULU).

† "WEST JENA" ... 25th April.

† Also, cargo accepted for Transhipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. and Canada.
Overland Common Points.

HONGKONG OFFICE—1 floor Powell's Building 12, Des Vaux Rd., Tel. 3088.

CHINA MAIL S.S. CO., LTD.

"Incorporated in U.S.A."		
FREIGHT AND PASSENGERS		
S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
5,000 tons	11,000 tons	10,200 tons

SAILING FROM HONGKONG for SAN FRANCISCO		
via Shanghai, Japan Ports and Honolulu		
S.S. "NILE"	S.S. "CHINA"	S.S. "NANKING"
April 21st	May 18th	June 15th

SAILING FROM HONGKONG for MANILA		
S.S. "NANKING"		June 4th.

SAILING FROM HONGKONG for SINGAPORE		
S.S. "CHINA"	S.S. "NILE"	
April 30th.	June 25th	

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,
PRINCE'S BUILDING, IOE HOUSE STREET.
TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
No. 1934. No. 2161.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG FOR NEW YORK.

STEAMERS	VIA	SAILING DATE
* "HAROLD DOLLAR"	VIA PANAMA	MAY 10TH.
* "M. S. DOLLAR"	VIA SUEZ	MAY 25TH.
* "MELVILLE DOLLAR"	VIA PANAMA	MAY 28TH.

FOR VANCOUVER.

* "HAROLD DOLLAR"	MAY 10TH.
* "MELVILLE DOLLAR"	MAY 18TH.

* Calling at Los Angeles.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:-

THE ROBERT DOLLAR Co.
GENERAL POST OFFICE BUILDING TEL. 792
THIRD FLOOR 795.



Operating following U.S. Shipping Board Steamers.
PASSENGER & FREIGHT SERVICE.
FOR MANILA.

S.S. Wenatchee ... Sailing May 3rd.
VICTORIA, VANCOUVER, SEATTLE.
Calling Shanghai, Kobe and Yokohama.

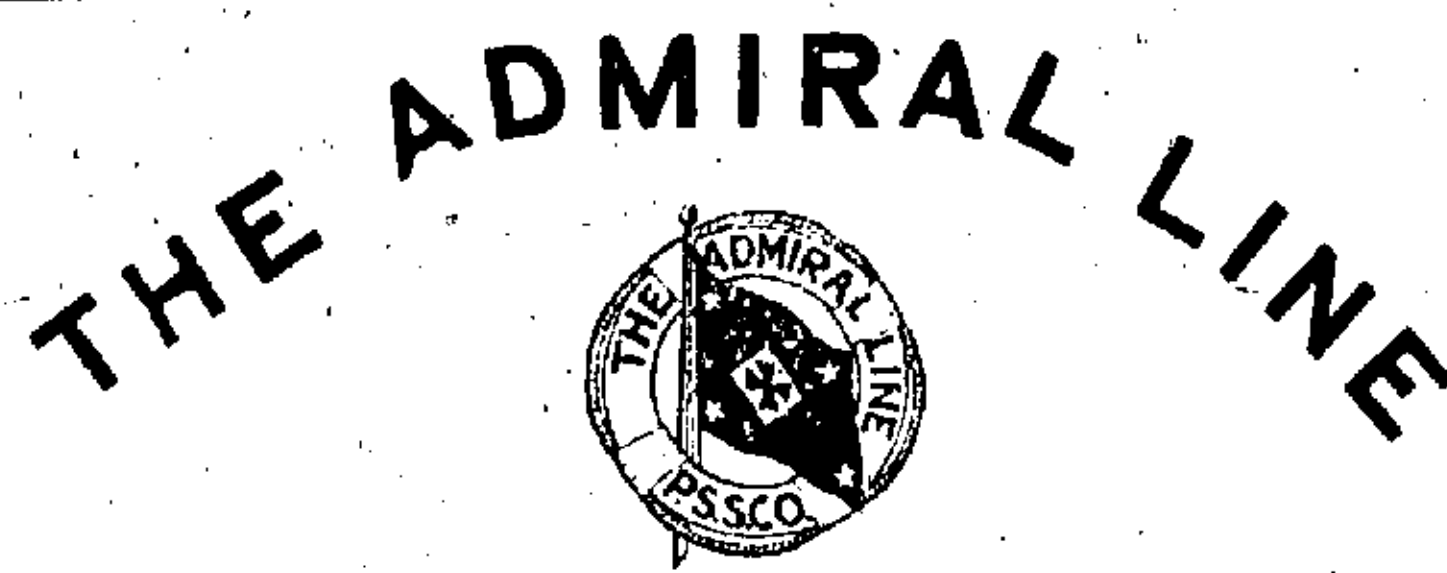
STEAMERS	From Hongkong	Arrive Seattle
S.S. Wenatchee	May 14	June 3
Edmore	(Freight only)	May 24
Keystone State	July 9	July 30

FOR PORTLAND DIRECT.

STEAMERS	From Hongkong	Arrive Portland
S.S. Montagu	(Freight only)	April 26
Abercos	For Manila	May 23
Abercos	Shanghai, Kobe and Yokohama	June 2

Through Bills of Lading issued to Overland common points Passengers and Freight Particulars.

THE ADMIRAL LINE
Telephones 2477 & 2478. 5th Floor Hotel Mansions.



THE PACIFIC STEAMSHIP CO.
REGULAR SERVICE
To & From
SAIGON-SINGAPORE-SUMATRA
JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS
LAKE FARRAR May 2 LAKE ONAWA May 19.
Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates Apply to:-

THE ADMIRAL LINE,
5th FLOOR HOTEL MANSIONS BUILDING.
Tel. Add.: Admiralline. Telephone 2477 & 2478.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

WYTHEVILLE About May 4th.
WINYAH About June 2nd.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINE INC.,
THE ADMIRAL LINE
AGENTS
Telephones 2477 & 2478. 5th floor, Hotel Mansions.

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE
Operating U.S. Shipping Board steamers.
Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER
and
CHINA, JAPAN and PHILIPPINE ISLAND PORTS.
"DELIGHT" 19th April.

Further sailings to be announced later.
Through Bills issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.
1st Floor, Hotel Mansions.
Telephone 3507.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the
"BLUE FUNNEL" LINE
(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)
AND

AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.
BOSTON & NEW YORK. "CITY OF DUNKIRK" 26th April.
"KNIGHT COMPANION" 13th May.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) & 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) & 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.)
From Macao—Daily at 8.00 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Coy's Office, Hotel Mansions or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:-

S. F. Zih, Hongkong Hotel from Shanghai.
Mark Hoken, from Miyanoshiba Abeichi, from Osaka.
Soehon, from Omuta.
Robjohn Hongkong Hotel, from Shanghai.
Wilbur, International Bank (2), from Yokohama.
Jones 2 Mody Road, from Shanghai.
Paladum, from Kobe.
Wingehungwing, from S'hai.
Kwongtailoycha Harjuktwan, from Shanghai.
Lankwaisheng No 2 Robinson Road, from Amoy.
Leethyeh Singheesang, from Amoy.
Youngsoywan 14 Connaught Road West, from Shanghai.
Young Size E q 94 Hollywood Road, from Amoy.
Thongyak, from Shanghai.

Seewesong from Amoy.
Manwoo, from Shanghai.
Yuenchingtai, from Shanghai.
Chongsinnam, 53 Connaught Road Central, from Shanghai.
Loman 16 Morrison Gap Road, from Shanghai.
Kwongontai, from Shanghai.

TH. KRING.
Superintendent.
Hongkong, April 14, 1921.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

Asanoaondo, from Taipeh.
Bibley Hongkong Hotel, from Shanghai.
Brandt Care Taggart Kremlin, from Manila.
Godsil care S.S. Venezulla (2) from Shanghai.
Jessie Hughes Statesbank, from Hanoi.
Sauton Passenger Amazon care of Messagerie, from Manila.
Tyree, from Perthwa.

M. E. F. AIREY,
Superintendent.
Hongkong, April 14, 1921.

COMMERCIAL NEWS.

AUSTRALIA AND THE FAR EAST.
Mr. W. M. Hughes, Prime Minister of Australia, announces that in view of the widening field of profitable trade in the Far East, the Federal Government will ask Parliament for authority to establish a Trade Commissioner service, which will be linked up with the Bureau of Commerce and Industry. (Meanwhile, several temporary appointments will be made, the first being that of Mr. Edward Little as Australian Trade Commissioner for China.

U.S. "COMMERCIAL OFFENSIVE" IN FAR EAST.

A Washington message says:—It is learned that an American commercial offensive in the Far East will probably be the major movement in the impending World shifting of ocean trade routes. It is planned to build up the trans-Pacific trade to set off the losses in Europe and South America during the war. The programme includes the establishing of new steamship lines from San Francisco; Portland, New Orleans, Galveston, Poma, Boston, New York and Baltimore.

There will be a campaign to secure heavy American investments in Japan, China, the Straits Settlements, and Asia (generally) and in Australia. The Government and private interests will co-operate to make Manila what Gibraltar and Hongkong are, in determining the (details?) of foreign trade. It is pointed out that the plan will involve a programme of careful commercial diplomacy with Japan.

THE WORLD'S OIL SUPPLIES.

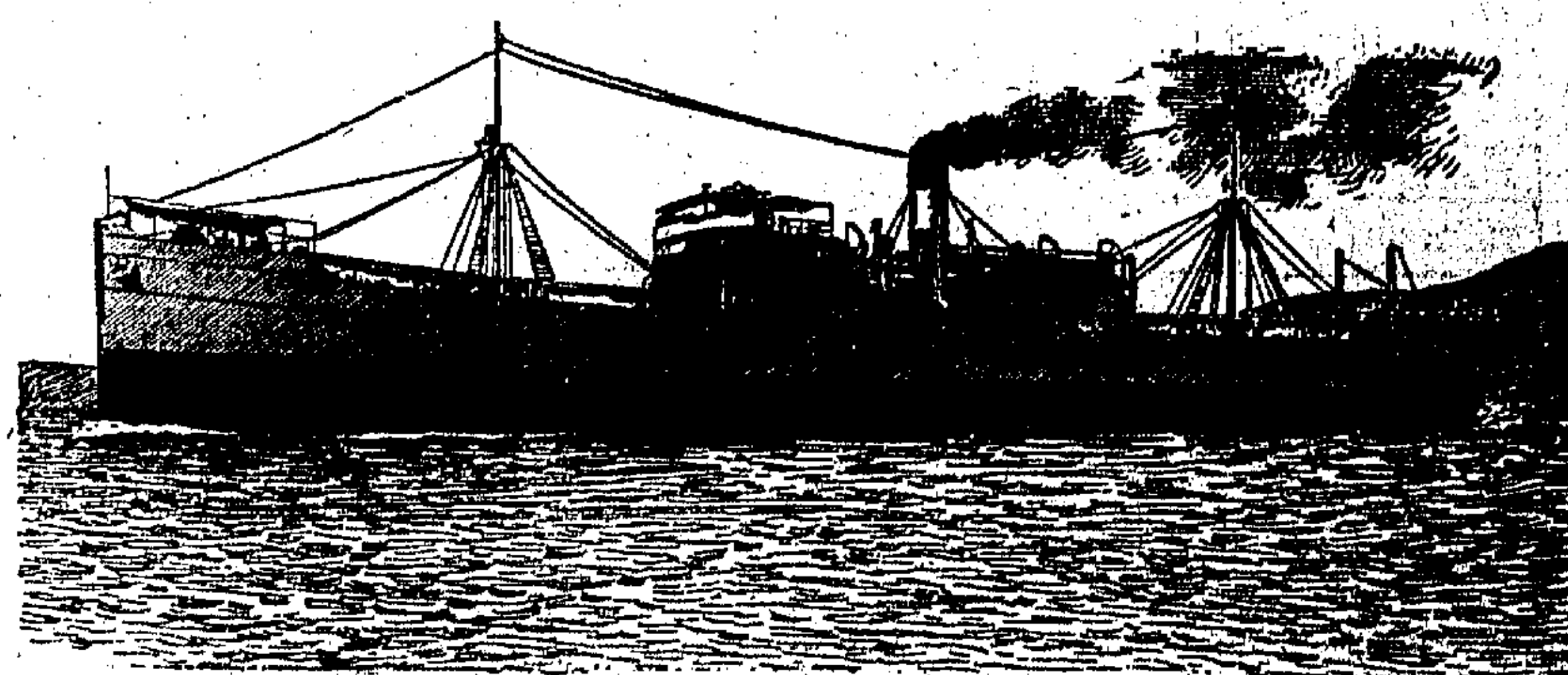
At the launch of a new tanker steamer recently, Sir Charles Greenway, Chairman of the Anglo-Persian Oil Co., Ltd., took advantage of the opportunity to reply to a speech recently delivered on a similar occasion by Mr. Francis Powell, the chief representative of American oil interests in Great Britain. Mr. Powell had said that "the world needs the initiative and enterprise of the Dohenys, Dohertys, Teagles, Bedfords and Burtons of America, just as much as it needs the Cowdrays, Pirries, Greenways and Deterdings of this country." Sir Charles Greenway pointed out that this must surely be regarded as a remark of a humorous nature, in view of the fact that the Americans mentioned had managed to get control of about 80 per cent. of the world's supplies of oil. It would thus be much more in accord with the facts to say that "the world needs the initiative and enterprise of the oil men of this and other countries just as much as it needs the exercise of these qualities by the oil men of America." No one country, he continued, could possibly hope to develop satisfactorily the resources and meet the demands of the whole world. Let them get rid of these petty and selfish jealousies and recognize that oil now played a far too important part in the welfare of every nation for it, or any preponderating part of it, to be under the control of any one country or group of oil men.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1: A.B.C. Fifth Edition Engineering, First and Second Edition;
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES incorporated in ENGLAND)TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
DEVENHA	8,000	27th Apr.	London & Antwerp.
SUDAN	7,000	29th Apr.	M'les, London & Antwerp.
DILWARA	5,378	9th May	S'poré, Colombo & B'bay.
NAGOYA	7,000	13th May	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,200	20 Apr. 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	6th May	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and S.dney.
ST. ALBANS	5,000	25th May	

SAILINGS TO SHANGHAI & JAPAN.

KANOWNA	7,000	21 Apr. 5 p.m.	Moji & Kobe.
JAPAN	6,000	27th Apr.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Par. via Messing not more than 24ft. X 2ft. X 1ft. will be received at the Company's Office no to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Vieux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU ... Friday, 6th May, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tues., 31st May at 11 a.m.

KATORI MARU ... Friday, 17th June, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

INABA MARU ... Friday, 29th April, at 11 a.m.

KAMO MARU ... Friday, 13th May, at 11 a.m.

IYO MARU ... Friday, 27th May, at 11 a.m.

AMBURG, LONDON, HULL & ROTTERDAM.

MATSUYE MARU ... Friday, 29th April.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Tuesday, 17th May, at 11 a.m.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.

NEW YORK via Suez.

YAMAGATA MARU ... Middle of May.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of May.

BOMBAY & COLOMBO via Singapore.

WAKASA MARU ... Saturday, 23rd April.

HAKATA MARU ... Tuesday, 3rd May.

CALCUTTA & RANGOON via Singapore & Penang.

TOSA MARU ... Thursday, 5th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Tuesday, 17th May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

AWA MARU ... Monday, 25th April.

LIMA MARU ... Tuesday, 27th April.

MALACCA MARU ... Wednesday, 28th April.

ATSUTA MARU ... Thursday, 28th April, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos 292 & 293. S. YASUDA, Manager

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Java	in port	30th Apr.	Java
Tjiuwong	Java	28th Apr.	3rd May	Shanghai
Tjikini	Java	8th May	11th May	Shanghai
Tjileboet	Java	8th May	12th May	Japan
Tjisondari	San F'isco	8th May	12th May	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
B'li	Java	in port	20th Apr.	San F'isco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
York Buildings.
Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**Regular Sailings to
FOR NEW YORK and or BOSTON.**S.S. "BOWES CASTLE"**

Sailing on or about 15th May.

LYDD TRIESTINO.**BRINDISI, VENICE & TRIESTE.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "TRIESTE" Sailing on or about 22nd April.

S.S. "PERSIA" Sailing on or about 15th May.

FOR SHANGHAI & JAPAN.

Passengers Luggage can be insured at the office of the Agents

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	25th April.	29th April, at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO
UNITED KINGDOM & CONTINENT.

Steamer.	Sailing.
LONDON, AMSTERDAM, ROTTERDAM & HAMBURG.	"KASENGA" 5th May.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co, Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
"GLENOGLE"	15th May.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
"CARNARVONSHIRE"	22nd Apr.	GENOA, LONDON & R'DAM.
"GLENIFFER"	about 28th May.	GENOA, LONDON & R'DAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD**

Telephone No. 215, sub-ex. 23 and 3696

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "HWAH PING" Sailing on 22nd April.

S.S. "VICTORIA" Sailing on 29th April.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Tel. 3307.

Agents.
113, Connaught Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MOJI & Kobe via S'hai	Kumsang	Fri., 22nd Apr. at d'light.
MANILA	Yuensang	Fri., 22nd Apr. at 3 p.m.
STRAITS & Calcutta	Kwaisang	Sat., 23rd Apr. at 3 p.m.
T'SIN via W'wei & C'foo	Chipsang	Sun., 24th Apr. at d'light.
SHANGHAI via Swatow	Hongsang	Sun., 24th Apr. at d'light.
BANGKOK via Swatow	Kwongsang	Tues., 26th Apr. at d'light.
S'hai & T'au via S'tow	Tungshing	Tues., 26th Apr. at d'light.
HAIPHONG via Hoibow	Taksang	Wed., 27th Apr. at 10 a.m.
SANDAKAN	Hinsang	Wed., 27th Apr. at noon.
SHANGHAI	Hopsang	Fri., 29th Apr. at d'light.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about Saturday, 23rd Apr., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SWATOW & SHANGHAI	Wuh	22nd Apr. at d'light.
H'HOW, PHOI & H'PHONG	Kailong	23rd Apr. at 10 a.m.
SHANGHAI	Holhow	23rd Apr. at noon.
SHANGHAI & T'SINGTAO	Sulyang	24th Apr. at d'light.
AMOY, M'LA, CEBU & TILO	Taming	25th Apr. at 4 p.m.
AMOY, S'hai & PUKOW	Szechuen	26th Apr. at noon.
W'WEI, CHEFOO & T'SIN	Kueichow	26th Apr. at 4 p.m.
W'WEI, CHEFOO & T'SIN	Hulchow	28th Apr. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and T'singtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.

Hongkong April, 21, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of East, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailong	W. Couper	TUES., 26th Apr. at 3 p.m.
Haihong	W. C. Passmore	WED., 27th Apr. at noon.
Haijing	A. H. Stewart	FRI., 29th Apr. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICES
BETWEEN JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Macassar Maru" sailing on or about 30th April.

FOR JAPAN.

Ports of call:—Moj, Kobe and Yokohama.

S.S. "Samarang Maru" sailing on or about 25th April.

S.S. "Borneo Maru" sailing on or about 8th May.

For further particulars please apply to—

K. SUZUKI,Manager.
No. 5, Queen's Road Central.

SHIPPING NEWS.

IN MEMORY OF CAPTAIN FRYATT
Of the £3,100 realised by the sale of the steamer Brussels £1,000 will go to the Limesfield Convalescent Home for the endowment of a "Captain Fryatt" bed, and £2,100 towards the proposed Cottage Hospital and Fryatt Memorial at Dovercourt. REDUCTION OF U. S. SEAMEN'S PAY.

Tentative approval has been given by the Shipping Board for the reduction of wages of seamen employed on American vessels on the Atlantic and Gulf Coast, following upon a conference between Admiral Benson and representatives of the American Steamship Owners' Association.

POTENTIALITIES OF MANILA.

Manila is making remarkable strides as a port and its influence in the Far East is likely to be much greater still unless the U.S.A. persists in its suicidal proposal to regard the Philippines as part of the coast of America, says the *British Export Gazette*. The Philippines, as a matter of fact, have enormous potentialities, and their resources have so far been little more than scratched.

ACTIVITY AT BELFAST.

From Belfast it is reported that work continues satisfactorily and actually the number of men employed in the shipbuilding industry at that port is 32,000, which is considerably in excess of the number employed three months ago. During January two vessels of 7,750 tons gross each were launched by Messrs. Workman Clark & Co. who also had a large vessel ready to take the water in February. Messrs. Harland & Wolff do not anticipate launching anything immediately but they have no less than 120,000 tons of shipping at their fitting out berths, these being new vessels completing and three liners reconditioning.

ORDERS FOR JAPANESE NAVY.

At the moment there are no fewer than eight capital ships of the largest dimensions under construction in Japan, while eight further ships of an even larger type have been authorized under the new Navy Act, states *Shipping and Engineer* (Shanghai). Should the Japanese Government decide to accelerate the completion of those vessels, it is most probable that orders for the machinery, armour, guns, and even the hulls of several of them, would be placed abroad, for, in spite of the great strides it has made in recent years, the Japanese industry is not yet capable of undertaking quickly such a heavy amount of naval construction.

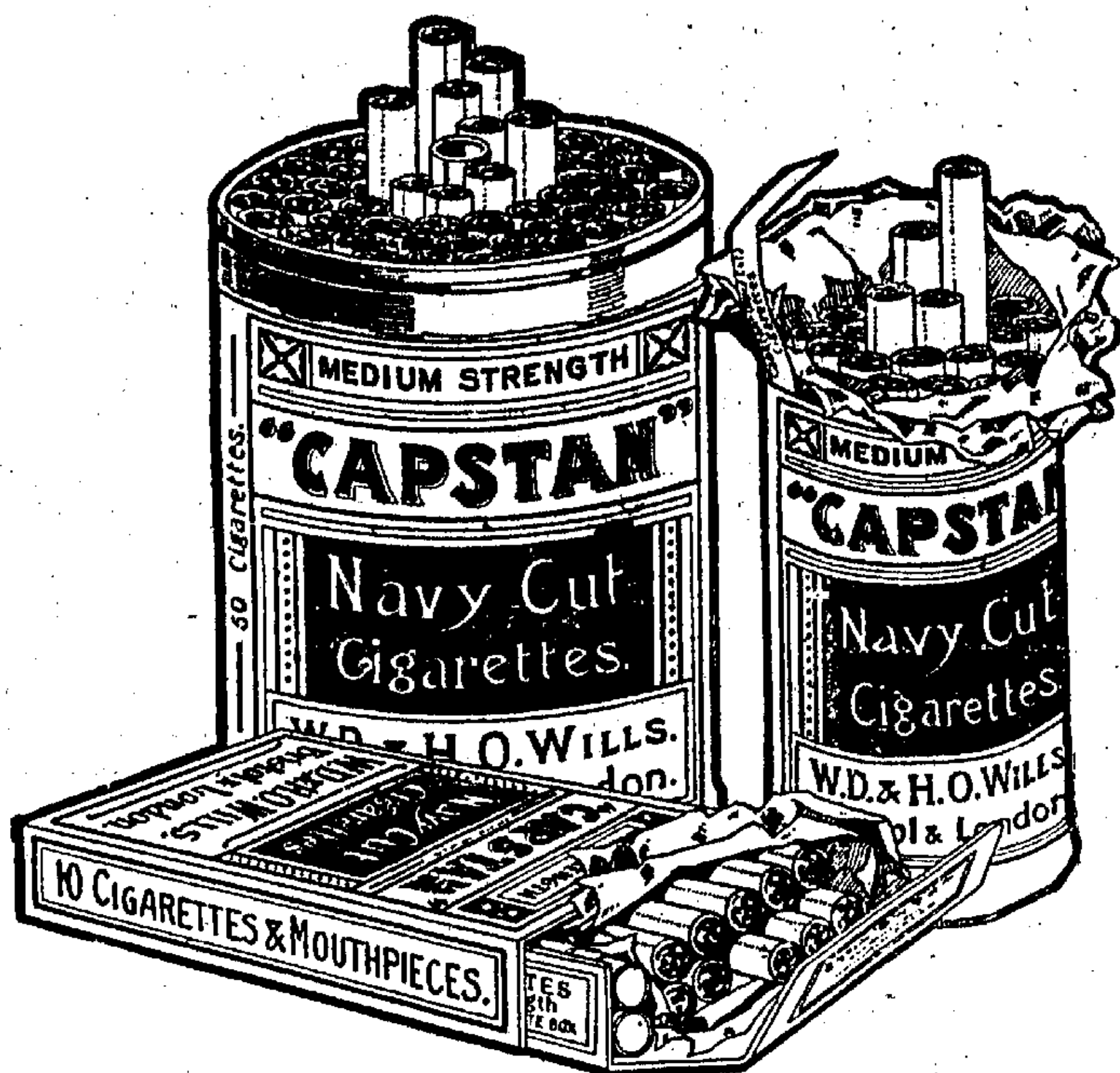
OILY-WATER IN ESTUARIES.

The Board of Trade has called a conference of representatives of docks and harbours and ship-owners to consider regulations to deal with the danger arising from the presence of oily water in estuaries, harbours and docks. The matter is obviously of importance to shipping in view of the increasing use of oil as fuel. There are regulations for certifying complete freedom from oil in holds of tank ships, but it is, of course, impossible for oil-driven vessels to get rid of all their oil before they go into dock, whether wet dock or dry dock, and unless the use of oil is seriously to be handicapped, a satisfactory agreement must be reached, between the representatives of the shipowners and dock authorities.

WIRELESS RECORD AT SEA.

A remarkable wireless record has been set up by the new 14kw. quenched spark transmitting apparatus which is being introduced by the Marconi International Marine Communication Company as its standard equipment for ships at sea, and which has already been installed in a number of vessels. The guaranteed working range of these sets is between 400 and 600 miles, according to the type of receiver in use, but the wireless operator on the Walmer Castle reports that when off Walsch Bay, on the way to Cape Town, he was able to read signals sent out by the Olympic when approaching Southampton and approximately 3,000 miles distant from the Walmer Castle. The Olympic, which is fitted with both quenched spark and long-distance continuous wave apparatus, was using its spark set to communicate with Valentia coast station on a 600 metre wave length. The operator of the Walmer Castle states that the Olympic's signals were strong and steady, and he took down several messages in proof of his statement. His receiving apparatus consisted of a crystal receiver and a Marconi type 71 three-valve amplifier.

NOTICES.



"CAPSTAN"

MEDIUM FLAVOUR

CIGARETTES

THE PRIME FAVOURITES EVERYWHERE.

SOLD BY ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

WEATHER REPORT.

April 21d. 11h. 22r.—Pressure has again decreased slightly at all reporting stations; the anticyclone continues to move eastward.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.84 inches, against an average of 9.60 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap	E. & S.E. winds, moderate; fair.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. & Lamoocks.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

T. F. CLAXTON, Director.
H.K. Observatory, April 21, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 57th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.

SHIPPING NEWS.

NAVAL MANOEUVRES.

The China naval fleet, with submarines, will shortly proceed from here to Weihaiwei for summer training and manoeuvres.

THE CANADIAN FLAG.
The use of the Canadian flag bearing a white beaver in the centre has been discontinued by the Canadian Government Merchant Marine. The new house flag is a white cross set within a white circle on a red background. The reason for the change is that the old emblem was not distinguishable at a distance.

SHANGHAI-CANTON SERVICE.
The S. Hanyo Maru and another vessel of 3,500 tons of the Nissin Kisen Kaisha will shortly be placed on the Shanghai-Canton service subsidized by the Japanese Government. It is believed that the same company contemplates the inauguration of a coastal service between Shanghai and northern ports.

OIL V. COAL.
An interesting trial has been made by the Shipping Board of the economies to be effected by conversion of steamers from coal to oil burning. Two steel cargo carriers, sister-ships, were sent from New York to Santos, Brazil, one being an oil burner, the other consuming coal. The former consumed 359 tons, the voyage lasting 21 days, 13 hours. The latter burnt 657 tons of coal and took 24 days, 13 hours on the trip. Moreover, the oil burner carried 700 tons more cargo than the coal-fired vessel.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute. The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

EXCHANGE.

(Opening Rate; closing Rate on Page 11.)
SELLING.

T/T	2/6 1/2
Demand	2/6 1/2
30 d/s	
60 d/s	
4 m/s	27
T/T Shanghai	Nom.
T/T Singapore	110
T/T Japan	102 1/4
T/T India	192
Demand, India	
T/T San Francisco & New York	50
T/T Java	144
T/T Marks	Nom.
T/T France	700
Demand, Paris	

BUYING.

4 m/s. L/C	28 3/4
4 m/s. D/P	28 3/4
6 m/s. L/C	29
30 d/s. Sydney and Melbourne	210 1/4
30 d/s. San Francisco & New York	53 1/2
4 m/s. Marks	Nom.
4 m/s. France	710
6 m/s. France	780
Demand, Germany	50 1/4
Demand, New York	Nom.
T/T Bombay	Nom.
Demand, Bombay	192
T/T Calcutta	Nom.
Demand, Calcutta	102 1/4
On Yokohama	110
Demand, Manila	110
Demand, Singapore	Nom.
On Haiphong	Nom.
On Saigon	82 1/2
Sovereign	Nom. 7.60
Gold leaf per Tael	48.20
Bar Silver, ready	35
forward	34 1/2
Bank of England rates	7 1/2
New York/London	3.93

SUBSIDIARY COINS.

H'kong 50 cts. pieces	par.
10 "	1/10% pm.
5 "	1/2% dis.
Canton subcoins	14.7% dis.
Hongkong April 21, 1921.	

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING--

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THE REPULSE BAY HOTEL,
AND THE
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EXCELLENT CUISINE.

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THE ONLY HOTEL DE LUXE IN THE FAR EAST.

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Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

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Motor bus meets all trains.

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SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

METEOROLOGICAL.

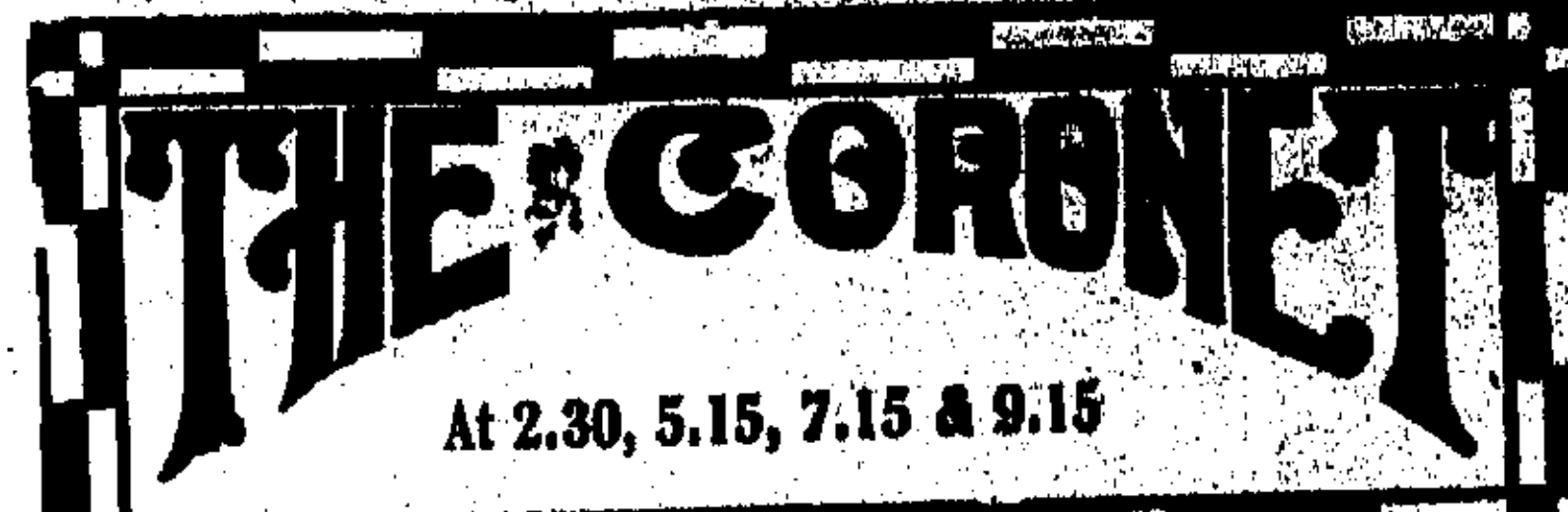
	Previous Day	on date.	on date.
Barometer	29.96	29.93	29.92
Temperature	72	70	74
Humidity	75	89	75
Wind Direction	E.	E.	E.
Wind Force	2	3	3
Weather	0	0	0
Rain	0.00	0.00	0.00
Highest open air			
Temperature on the 20th	74		
Lowest open air			
Temperature on the 21st	70		
T. F. CLAXTON, Director.			
H. K. Observatory, April 21.			

TIDE TABLE.

15th to 24th April, 1921.

	High Water	Low Water	High Water	Low Water
	Mean Time	Mean Time	Mean Time	Mean Time
Mon. 18	7 13	5 9	7 13	5 9
Tues. 19	7 44	5 1	7 44	5 1
Wed. 20	8 13	5 8	8 13	5 8
Thur. 21	8 41	5 5	8 41	5 5
Fri. 22	9 7	5 2	9 7	5 2
Sat. 23	9 33	5 5	9 33	5 5
Sun. 24	10 8	5 8	10 8	5 8

ENTERTAINMENTS.



TO-DAY THU THURSDAY
FOR FOUR DAYS ONLY!

"PIRATE GOLD"

Episodes 3 and 4.

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HARRY POLLARD COMEDY.
BRITISH GAZETTE.

HONGKONG THEATRE

TO-NIGHT! TC-NIGHT!

ARTCRAFT

J. CK PICKFORD and LOUISE HUFF

"JACK AND JILL"

SMILING BILL

"BILLY'S FORTUNE"

Paramount Pictograph No. 1152.

NOTICE.



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KAISHA, LTD.

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AKASHIMA, GCH, MUTSU, KIMURA,
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SHINKEI, KANADA, KAMIMADA, BISA,
and OTUBARI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

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THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to—
S. KOMURA, Manager.
No. 14, Pedder Street Hongkong.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.
WEEK DAYS.

	7.00 a.m.	8.00 a.m.	9.00 a.m.	10.00 a.m.	11.00 a.m.	12.00 noon	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.
7.00 a.m.	8.00 a.m.	9.00 a.m.	10.00 a.m.	11.00 a.m.	12.00 noon	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	

NIGHT CARS.
8.00 a.m. to 8.00 p.m. every 15 minutes
11.45 p.m.

SATURDAYS.
8.00 a.m. to 8.00 p.m. every 15 minutes
11.45 p.m.

SUNDAYS.
7.30 a.m. to 10.30 a.m. every 15 minutes
11.30 a.m. to 12.00 noon every 15 minutes
12.30 p.m. to 3.30 p.m. every 15 minutes
3.30 p.m. to 5.30 p.m. every 15 minutes
5.30 p.m. to 8.30 p.m. every 15 minutes

NIGHT CARS.
As on Week Days.

SPECIAL CARS.
As on Week Days.

BY ARRANGEMENT AT THE COMPANY'S OFFICE,
ALEXANDRA BUILDING, ONE WING, HONGKONG.

Hongkong, April 21, 1921.

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